



1982 PLAN AMENDMENTS

to the

CALIFORNIA DESERT PLAN

and the

EASTERN SAN DIEGO COUNTY MFP

RECORD OF DECISION

United States Department of the Interior
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California



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United States Department of the Interior

BUREAU OF LAND MANAGEMENT
California Desert District
1695 Spruce Street
Riverside, California 92507

MAY 17 1983

IN REPLY
REFER TO:
1600
(C-064)

Memorandum

To: State Director (C-910)
From: District Manager, California Desert
Subject: 1982 Amendment Decision

Enclosed is the Record of Decision for the 1982 Amendment Review of the California Desert Plan indicating my approval of the amendments.

The enclosed document is provided for your review and concurrence.

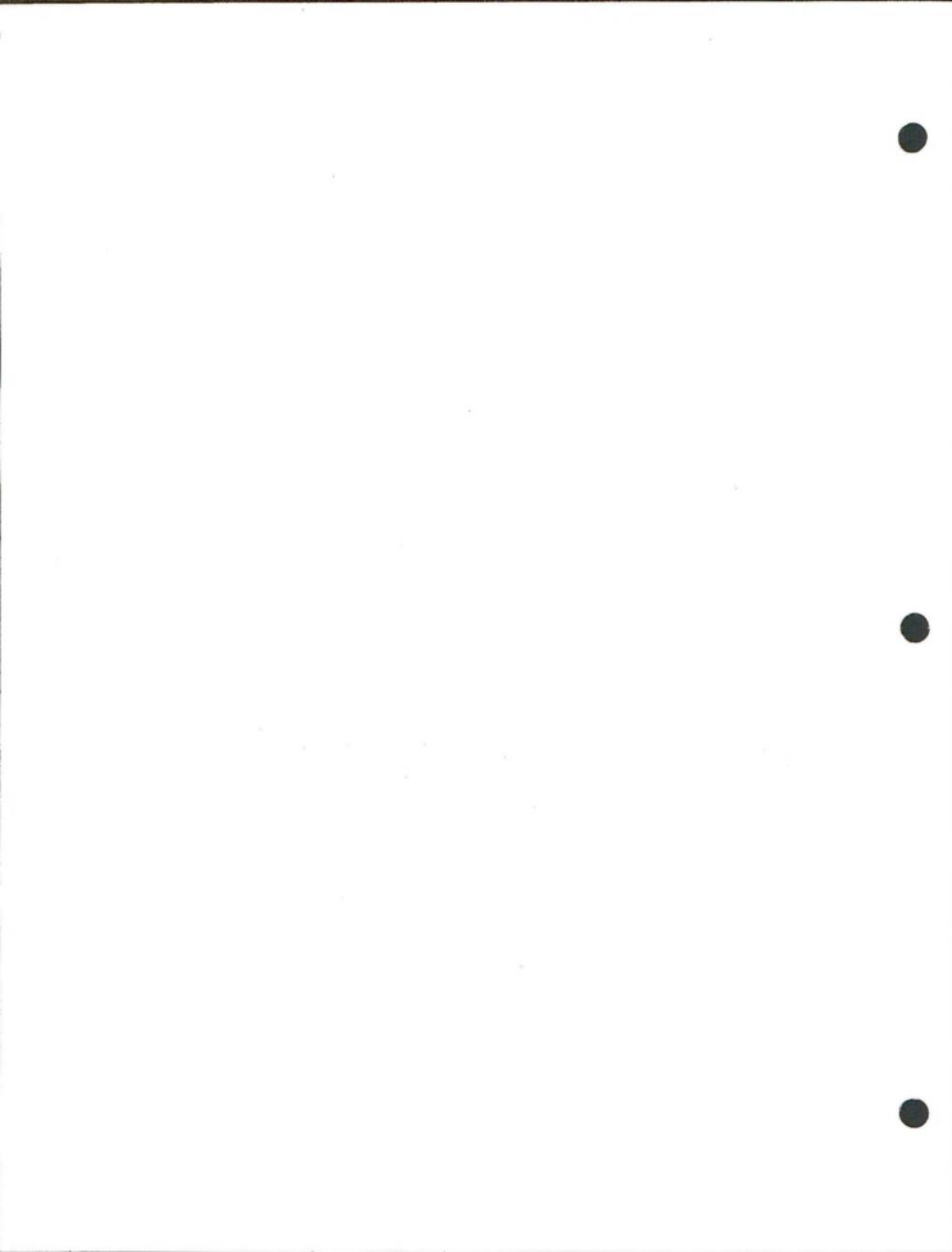
General E file

Enclosure

I concur with the California Desert District Manager's amendment decisions attached.

E. J. Hunter
State Director, California

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RECORD OF DECISION

The 1982 amendment review of the California Desert Conservation Area Plan was conducted in accordance with Bureau of Land Management Planning Regulations, 43 CFR 1600 as amended November 23, 1981 (FR, Vol. 46, P. 57448), with the procedures set forth in Chapter 7 of the CDCA Plan 1980, and with the Council on Environmental Quality regulations for implementing the National Environmental Policy Act (40 CFR 1500).

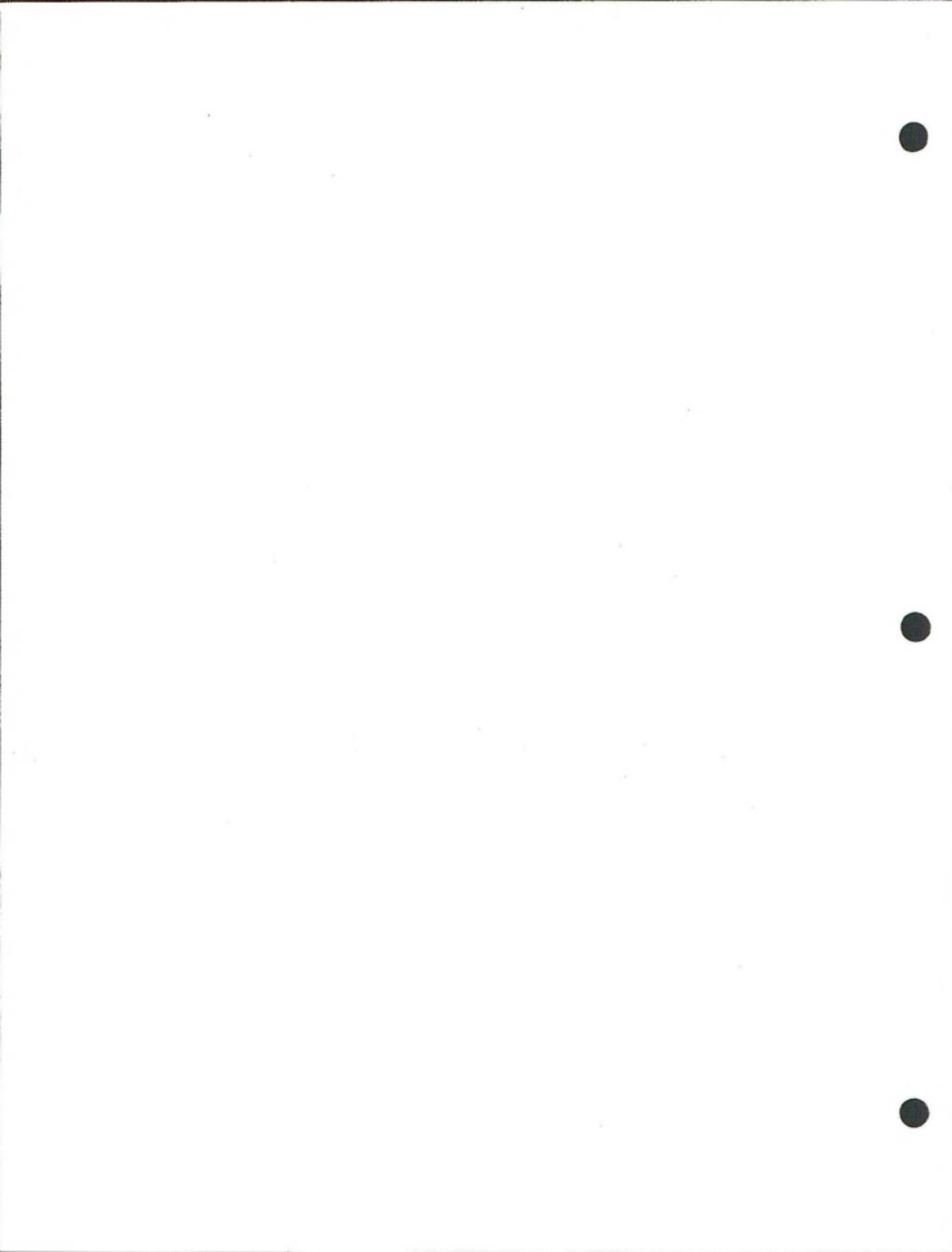
During a three-month period, from mid-February to mid-May 1982, approximately 130 amendments were proposed by the public and by the BLM staff. These were screened by BLM management and by a subcommittee of the Desert Advisory Council. Their recommendations were considered by the full Council at a public "scoping" meeting held in Ridgecrest early in June with the result that forty-nine amendments were accepted for consideration in the Draft Environmental Impact Statement (EIS). The remainder were rejected, deferred, or could be handled through other administrative processes.

The public comment period on the Draft EIS extended from September 10, 1982 until January 10, 1983. Six hundred fifty written comments were received. Oral comments were accepted at three public hearings held in October in Independence, Riverside, and El Centro. Amendments were discussed at the August 17 DAC meeting in Victorville. The DAC gave the District Manager its recommendations at a November 19 and 20 public meeting in Blythe.

In addition to this formal public input, informal input of conservation and motorized vehicle recreation organizations was utilized in the formulation of Amendment 3, the revision of the Motorized Vehicle Element of the Plan. Informal meetings to resolve differences have also been held regarding Amendment 6 (Barstow-to-Vegas Race) and Amendment 18 (modification of the EMNSA boundary).

A final environmental impact statement was published on March 11, 1983. A 60-day public review was provided. Over 170 written comments were received, including 3 petitions containing 185 signatures. The final decision was made shortly after the close of the public comment period by the California Desert District Manager, with the concurrence of the State Director.

The combination of approved amendments comprises the second amendment to the Desert Plan. Each component amendment is described below. Amendments which were either rejected or deferred are described in Appendix D of the Draft EIS. A general overview of public comments is given in Chapter 2 of the Final EIS.



AMENDMENT ONE
COMMUNICATIONS SITES

Proposed Amendment: Change MUC guidelines on communications sites (p. 16).
Allow new communications sites in Class L (same as Classes M and I) subject to NEPA requirements.

Other Alternatives Considered: No Action (Environmentally preferable alternative)

Decision: Accept Proposed Amendment

Rationale: At present in Class L, communication sites are allowed in only a few specified locations, the intent being to identify future communication sites through the entire planning period. This has not been very practical since only four sites were identified. In addition, the original process lacked flexibility to consider changing technology and facility needs by restricting these facilities to four sites. As a result, more and more requests are being made for new sites, mostly in Classes L and M.

The amendment is not intended to allow an uncontrolled proliferation of sites, but rather to increase flexibility in site selection. All new sites would still be subject to NEPA requirements (i.e. an EIS or EA would be prepared). Greater flexibility in choosing sites would allow for changes in the technology of communication site construction and needs since more sites are self-contained, computerized, small, unobtrusive and portable by helicopter.

Implementation Needs: None

Carol E. [Signature]
District Manager

Date

3/17/83

AMENDMENT TWO
GEM MULTIPLE USE CLASS GUIDELINES

Proposed Amendment: Revise multiple use class guidelines relating to geology, energy, and mineral resources. See "supplemental information" for text of revised guidelines.

Other Alternatives Considered: No action (Environmentally Preferable Alternative)

Decision: Accept Proposed Amendment

Rationale: Changes required due to modifications of Bureau 3809 regulations. Processing of plans of operation would be quicker. On most plans to date, public interest has been low. Only two percent of plans have even been commented on. Managers would still have the option to require a public comment period in those areas where substantial public interest exists.

Implementation Needs: None

Carol E. Linn
District Manager

5/7/83
Date

AMENDMENT TWO:**MULTIPLE-USE CLASS GUIDELINES CHANGES FOR G-E-M (Gems-Energy-Minerals) Resources.**

Changes proposed for the MUC Guidelines in response to modifications of the Bureau 3809 regulations and to requests that guidelines for geothermal power plants and for vehicular access for mineral exploration and development be the same in Classes L and M.

MULTIPLE-USE CLASS GUIDELINES**MULTIPLE-USE CLASS C
Controlled Use
(Wilderness Management)****MULTIPLE-USE CLASS L
Limited Use****MULTIPLE-USE CLASS M
Moderate Use****MULTIPLE-USE CLASS I
Intensive Use**

(Note: Class C identifies areas "primarily recommended" for wilderness designation by Congress. These guidelines summarize the kinds of management likely to be used in these areas after formal designation of wilderness by Congress.)

**4 CULTURAL AND
PALEONTOLOGICAL
RESOURCES**

Archaeological and paleontological values will be preserved and protected. Procedures described in 36 CFR 800 will be observed where applicable. A Memorandum of Agreement has been signed by the BLM, the California State Historic Preservation Officer, and for cultural resources the President's Advisory Council on Historic Preservation to protect cultural resource values.

5 NATIVE AMERICAN VALUES

Native American cultural and religious values will be preserved where relevant and protected where applicable. Native American group(s) shall be consulted. Memorandums of Agreement and Understanding have been signed between BLM and the Native American Heritage Commission pertaining to Native American concerns and cultural resources.

**6 ELECTRICAL GENERATION
FACILITIES**

Electrical generation plants are not allowed	Electrical generation plants may be allowed (See wind/solar/geothermal, below.)	All types of electrical generation plants may be allowed in accordance with State, Federal, and local laws.
	Existing facilities may be maintained and upgraded or improved in accordance with special-use permits or by amendments to rights-of-way	

- Nuclear and Fossil Fuel Powerplants
- Wind/Solar Powerplants
- Geothermal Powerplants

Not allowed	May be allowed after NEPA requirements are met	May be allowed in accordance with Federal, State, and local laws
Not allowed	May be allowed pursuant to license issued under 43 CFR 3250, et seq. An MUS will be required.	May be allowed pursuant to licenses issued under 43 CFR Section 3250, et seq. NEPA requirements will be met.

Table 1.—*Multiple Use Class Guidelines*—Continued

MULTIPLE-USE CLASS C Controlled Use (Wilderness Management)	MULTIPLE-USE CLASS L Limited Use	MULTIPLE-USE CLASS M Moderate Use	MULTIPLE-USE CLASS I Intensive Use
13. MINERAL EXPLORATION AND DEVELOPMENT			
These guidelines summarize the kinds of management likely to be used after formal designation of wilderness by Congress.	Leasable Minerals Except as provided in Appendix 5.4, 516, DM 6, NEPA procedures titled "Categorical Exclusions," prior to issuing any mineral leases, an EA will be prepared on the proposed leasing action. Mitigation measures will be required to protect sensitive scenic, ecological, wildlife, vegetative, and cultural values.	Leasable Minerals Except as provided in Appendix 5.4, 516, DM 6, NEPA procedures titled "Categorical Exclusions," prior to issuing any mineral leases, an EA will be prepared on the proposed leasing action. Mitigation measures will be required to protect sensitive scenic, ecological, wildlife, vegetative, and cultural values.	Leasable Minerals Except as provided in Appendix 5.4, 516, DM 6, NEPA procedures titled "Categorical Exclusions," prior to issuing any mineral leases, an EA will be prepared on the proposed leasing action. Mitigation measures will be required to protect sensitive scenic, ecological, wildlife, vegetative, and cultural values.
Congressional enactment of wilderness will prescribe mining rules and possible cutoff dates for mineral entry. The information below indicates the possible restrictions after enactment.	 The following summarizes possible significant provisions of the Wilderness Act as it applies to mineral exploration and development after Congress officially designates the areas as wilderness. (For more detailed information, see the G-E-M Element or the Wilderness Act of Sept. 3, 1964).		
Mineral Prospecting and Exploration:	 Prospecting and exploration for the purpose of gathering information about mineral resources is allowed, provided such activity is carried on in a manner compatible with the preservation of the wilderness environment.		
Mineral Development:	 All designated wilderness areas may be withdrawn from mineral entry at sometime subsequent to Congressional designation. Following withdrawal, <i>no new mining claims</i> may be located, and no new permits, leases, or material sales contracts may be issued subject to deadlines established by Congress.	 Prior to any operations upon mineral leases, the operator shall submit the appropriate notices or applications to BLM or the U.S. Geological Survey (USGS), as appropriate, as specified in 43 CFR 3100, 3200, 3500.	 All applications submitted to the USGS shall be treated under existing BLM/USGS procedures (i.e., S.O. 2946) and other applicable regulations. Reclamation requirements are contained within these procedures.
Valid existing mining operations may continue pursuant to submission and approval of operational plans which will prevent unnecessary or undue degradation of wilderness qualities.	 NEPA requirements will be met. BLM will review plans of operations for potential impacts on sensitive resources identified on lands in this class. Mitigation, subject to technical and economic feasibility, will be required. A 30-day public review period will be provided for mining plans not within an Area of Critical Environmental Concern (ACEC). For those mining plans that fall within an ACEC, a longer public comment period, depending upon the nature of the action proposed, may be required.	 Locatable Minerals Location of mining claims is nondiscretionary. Operations on mining claims are subject to the 43 CFR 3800 Regulations and applicable State and local law. In most instances, plans of operations shall be required and treated as specified in the above regulation.	 NEPA requirements will be met. BLM will review plans of operations for potential impacts on sensitive resources identified on lands in this class. Mitigation, subject to technical and economic feasibility, will be required.

Saleable Minerals

Except as provided in Appendix 5.4, 516 DM 6, NEPA procedures titled "Categorical Exclusions," an EA shall be required for materials sales locations, including sand and gravel sites. Depending on the sensitivity of the area, the District Manager may choose to extend the normal public review period.

Saleable Minerals

Except as provided in Appendix 5.4, 516 DM 6, NEPA Procedures titled "Categorical Exclusions," new material sales locations, including sand and gravel sites, will require an EA.

Continued use of existing areas of sand and gravel extractions is allowed subject to BLM permits, as specified in 43 CFR 3600.

AMENDMENT THREE
MOTORIZED VEHICLE ELEMENT

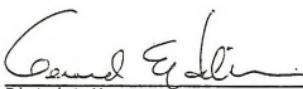
Proposed Amendment: Revise motorized vehicle element. Revised text is included below under supplemental information (environmentally preferable alternative).

Other Alternatives Considered: No Action

Decision: Accept Proposed Amendment

Rationale: Changes required in response to management experience gained through the route designation process since completion of the Desert Plan. The revised element includes changes necessary as a result of other 1982 amendments. The revised element includes the route selection criteria from the Bureau's 43 CFR 8342 regulations rather than those originally presented in the Desert Plan; the latter were invalidated by the court decision in California Native Plant Society versus Watt (1982).

Implementation Needs: None



Carol E. Allen
District Manager

5/17/83

Date

SUPPLEMENTAL INFORMATION

MOTORIZED VEHICLE ACCESS ELEMENT

Other than those who are simply crossing it, most users of the desert travel some of the time on its network of maintained gravel and dirt roads, ways, trails, and accessible desert washes. There are many of these "routes of travel" in the CDCA.

According to one study, the CDCA has 15,000 miles of paved and maintained roads, 21,000 miles of unmaintained dirt roads, and 7,000 miles of vehicle-accessible washes. However, these routes are not evenly distributed, and desert topography and vegetation do not prevent, and sometimes encourage, cross-country travel in motorized vehicles. Desert soils and vegetation retain the marks of this kind of travel for many years, except in a few places where occasional rains, windstorms, and flash floods erase them. Thus, one vehicle traveling cross-country can create a new route of travel. The proliferation of roads and trails in the CDCA has resulted in a serious problem in some areas and provides the most difficult management issue for BLM and the public.

Many of the Desert's loveliest and most fragile resources can only be enjoyed by use of vehicle access routes, but these resources are quickly destroyed if vehicles travel everywhere. Most people who go to the desert revel in its spaciousness and the feeling of solitude and freedom it provides. However, growing numbers of vehicles and uncontrolled expansion of this network of roads and trails may damage this solitude, and heavy-handed regulations to control this traffic would certainly affect the sense of freedom.

The question of managing access to the desert is especially sensitive. Vehicle access is confused with the use of vehicles for play. Public comments make it clear that motorized - vehicle access and off-highway vehicle play need to be clearly separated and managed differently. To this end, management direction for competitive events is found in the Recreation Element. By this amendment, all references to the route approval process contained elsewhere in the Plan are to be interpreted consistent with this revision. It should be clearly understood that both the Recreation Element and this element are subject to, and bound by 43 CFR 8342.1. Compliance to the regulations for competitive events will be demonstrated through environmental assessment documents up to and including, for significant actions, an Environmental Impact Statement. For the route approval process, compliance begins with the criteria for route designation decisions and continues throughout the process.

While the Bureau is responsible for vehicle use on public lands, much of the control of vehicle travel in the desert is the responsibility of the user, whether the goal is recreational or commercial. The Bureau of Land Management does not and will not have the funds or staff to oversee vehicle use throughout the desert at all times. Therefore, rules for vehicle use must be fair, understandable, easy to follow, and reasonable if they are to be publicly

accepted. Only commitment by the public, the owners of these lands, will insure success of rules and guidelines.

The outline for this element is as follows:

GOALS

ACTIONS PLANNED

AREA DESIGNATIONS

ROUTE DESIGNATIONS

STOPPING AND PARKING

ACCESS ON WASHES, DUNES AND DRY LAKES

IMPLEMENTATION

PRIORITIES

AREA AND ROUTE DESIGNATION PROCESS

ON-THE-GROUND IMPLEMENTATION

INTERIM MANAGEMENT OF VEHICLE ACCESS

REVISONS

MONITORING

ENFORCEMENT, COMPLIANCE, AND COOPERATION

GOALS

The goal of the Motorized Vehicle Access Element is to provide a system and set of rules governing access to the CDCA by motor vehicles. Specific objectives included are:

1. To avoid or minimize damage or degradation of the natural, cultural, and aesthetic values of the desert.
2. To provide a reasonable network of "routes of travel" which meets the needs of desert users, including commercial users and BLM's "neighbors," the private landowners, and other public-land managing agencies in the CDCA.

3. To reduce to the greatest possible degree conflicts among the desert users.
4. To provide an element that is understandable, easy to follow, acceptable, and supported and encouraged by most desert users.
5. To implement and manage these programs efficiently, economically, and cooperatively.
6. To provide for "appropriate" use of off-road recreational vehicles as directed by FLPMA and in conformance with Executive Orders 11644 and 11989, and 43 CFR 8340.

ACTIONS PLANNED

The goals of the element will be accomplished by establishing rules for managing motorized-vehicle access on public lands, designating areas for appropriate vehicle access, implementing decisions, and establishing a desert-wide monitoring program by the end of fiscal year 1987.

AREA DESIGNATIONS

In accordance with legislation and policy, all public land in the California desert is designated "open," "closed," or "limited" for vehicle use. The area designations are made on the basis of multiple-use classes with certain exceptions as set forth in this element.

Laws, executive orders, policies, and regulations which cover motorized-vehicle use on public lands are described in detail in Appendix VI to the Proposed Plan (October 1980).

Vehicle access designations and their relationship to multiple-use classes are established by the Plan as follows:

Open Area

Vehicle travel is permitted anywhere in the area if the vehicle is operated responsibly in accordance with regulations and subject to permission of private

land owners if applicable. This will apply to (1) those lands in Class I specifically designated "open" for vehicle travel, as shown on Map 10; and (2) certain sand dunes and dry lakebeds as listed in Table 8.

Closed Area

No vehicle travel is allowed. This will apply to (1) all wilderness areas when established by Congress unless exempted; (2) land in ACECs and Special Areas where provided for in management plans; (3) certain sand dunes and dry lakebeds as listed in Table 8, and (4) areas listed in Table 9 which were closed under the Interim Critical Management Plan (ICMP) (1973) and will remain so.

Note: Although the Motorized-Vehicle Access map (Map 10) shows all of Class C as "closed," vehicle access in these areas will be limited as described below until such a time as Congress acts on the wilderness recommendations. They are shown on the map to illustrate what areas would be "closed" to vehicle access if Congress designates these areas as wilderness.

Several areas closed for access under the ICMP are proposed for continued closure or are preliminarily recommended as wilderness or restricted under ACEC Management Plans. Implementation may or may not involve boundary adjustments. To avoid a redesignation process and also to avoid misunderstanding in interpretation of the Plan maps, the areas listed in Table 8 as "closed" under the ICMP will remain closed under the Plan regardless of underlying class, unless modified by subsequent implementing action.

In addition, the following areas are closed. They have been closed under interim actions, or are closed by virtue of nonwilderness protection items in the Plan, are:

Desert Tortoise Natural Area	L
Darwin Falls	M
Mecca Hills (NW half)	C
Squaw Spring	L

TABLE 8

Areas Designated "Closed" Under ICMP Which Remain Closed Under Desert Plan

<u>ICMP NUMBER</u>	<u>AREA NAME</u>	<u>MULTIPLE USE CLASS</u>
1	Eureka Dunes	C
2	North Saline Valley	C
6a	Owens Peak	C
6b	El Paso Mountain	C
17	Amargosa Canyon	L
22	Clark Mountain	L
24	Kelso Dunes	C
33	Whipple Mountains	C
34	Turtle Mountains	C
43	Desert Lily	L
51	Orocopia Mountains	C
57	San Sebastian Marsh	L
62a	West and SW Areas of Davies Valley (In-Ko-Pa Mountains)	C
63	Crucifixion Thorn	L
64	Area Between Pinto Wash and International Boundary	L
66	Imperial Sand Dunes north of State Route 78	C

3. Identify the type of vehicle equipment and/or related use which is causing, or likely to cause, impacts.
4. Provide the information necessary to make immediate and long-range decisions on the use or prohibition of vehicles on designated or existing access routes.

Recommendations of monitoring efforts must be specific to each individual area, taking into consideration such issues as access needs, use levels, user conflicts, and impacts on resources. Monitoring efforts may vary. Monitoring techniques include field observations, remote sensing, ground photographs, and environmental study plots.

Options to limit, designate, or close specific travel routes or areas will be available to the manager. These options will be invoked when monitoring reveals that Plan objectives are not being met because of identified adverse effects resulting from vehicle travel.

ENFORCEMENT, COMPLIANCE, AND COOPERATION

Enforcement of these vehicle designations would rely heavily on indirect, cooperative actions, such as voluntary compliance, peer pressure, public information brochures and maps, educational/awareness programs, and access route signing.

Access and area designation planning would be done in close coordination with desert users so that all legitimate access needs can be incorporated into the designation. In sensitive areas or where these compliance methods are not successful, other methods would be employed. These methods include emergency closures, special access permits, issuance of right-of-way easements, or further restriction of the route(s) in question to provide additional use limitations (season of use, limitations on the number or types of vehicles permitted, speed limits, etc.). Direct law enforcement, either by contractual agreement with local law enforcement agencies, or by Bureau Desert Rangers and/or visitor services specialists, would be a last-resort option.

Volunteers will be actively sought to help implement the program. Route designation tasks in these projects would include sign placement, obliteration of closed routes, and identification of access needs.

Limited Area

"Limited" vehicle access means that motorized vehicle access is allowed only on certain routes of travel, which include roads, ways, trails and washes. At the minimum, use will be restricted to existing routes of travel. An existing route of travel is a route established before approval of the Desert Plan in 1980, with a minimum width of two feet, showing significant surface evidence of prior vehicle use or, for washes, history of prior use. Where necessary, other limitations will be stipulated.

In all areas of limited vehicle use, special attention will be given to identifying conflict areas, zones of route proliferation, and specific sites or resources being damaged by vehicle use. The public will be involved in each step of this process. Appropriate actions will then be taken to reduce or eliminate the problem, depending on the multiple-use class and degree of control needed:

Class I: Unless it is determined that further limitations are necessary, those areas not 'open' will be limited to use of existing routes.

Class M: access will be on existing routes, unless it is determined that use on specific routes must be limited further.

Class L: Due to higher levels of resource sensitivity in Class L, vehicle access will be directed toward use of approved routes of travel. Approved routes will include primary access routes intended for regular use and for linking desert attractions for the general public as well as secondary access routes intended to meet specific user needs. Routes not approved for vehicle access will be reviewed and, after opportunity for public comment, those routes deemed to conflict with management objectives or to cause unacceptable resource damage will be given priority for closure through obliteration, barricading, or signing. These closures will be enforced to the maximum capability of BLM. All remaining routes of travel will be monitored for either inclusion as approved routes, or for closure to resolve specific problems.

Class C and ACECs: in Class C areas prior to wilderness designation by Congress, and in ACECs where vehicle use is allowed, vehicle access will be managed under the guidelines for Class L.

Undesignated areas: In areas not assigned to a Multiple-Use Class, the route approval process will be applied as needed to resolve specific problems and to establish a cohesive program.

ROUTE DESIGNATIONS

Specific routes in the California Desert will be designated "open," "closed," or "limited" for motor vehicle use. Route designations are generally, but not always, a consequence of area designations.

Vehicle access route designations are established as follows:

Open Route

Access on route by motorized vehicles is allowed. Special uses with potential for resource damage or significant conflict with other use may require specific authorization.

Closed Route

Access on route is prohibited by motorized vehicles except: (1) fire, military, emergency or law enforcement vehicles when used for emergency purposes; (2) combat or combat support vehicles when used for national defense purposes; (3) vehicles whose use is expressly authorized by an agency head under a permit, lease, or contract; and (4) vehicles used for official purposes by employees, agents, or designated representatives of the Federal Government or one of its contractors. Use must be consistent with the multiple use guidelines for that area.

Limited Route

Access on route is limited to use by motor vehicles in one or more of the following ways and limited with respect to:

- 1) number of vehicles allowed,
- 2) types of vehicles allowed,
- 3) time or season of vehicle use,
- 4) permitted or licensed vehicle use only,
- 5) establishment of speed limits.

The same exceptions to motor vehicle use of closed routes also apply to limited routes.

Except in Congressionally designated wilderness areas, open, closed, and limited route designations may be made in each of the four multiple use classes, in ACECs, and in unclassified lands.

Table 9

Designated Vehicle Access for Significant Dry Lakes and Sand Dunes in the CDCA

<u>Dry Lakes</u>	<u>Class</u>	<u>Motor Vehicle Access</u>
1. Salt Dry Lake	L	Closed
2. Mesquite Dry Lake	M	Closed
3. Ivanpah Dry Lake	L	Closed ¹
4. Silurian Dry Lake	I	Open
5. Superior Dry Lake	M	Closed ^{1,3,4}
6. Harper Dry Lake	L	Closed ^{1,3,4}
7. El Mirage Dry Lake	I	Open
8. Soggy Dry Lake	I	Open
9. Melville Dry Lake	I	Open
10. Means Dry Lake	I	Open
11. Soda Dry Lake	L	Closed ³
12. Ford Dry Lake	M	Open
13. Panamint Dry Lake (south Hwy. 190)	L	Open
14. Paramint Dry Lake	L	Closed
15. Silver Dry Lake	L	Closed ^{2,3}
16. Coyote Dry Lake	M	Closed ^{2,3}

Table 9 (Con't)

<u>Sand Dunes</u>	<u>Class</u>	<u>Motor Vehicle Access</u>
1. Eureka Dunes	C	Closed
2. Saline Dunes	L	Closed
3. Panamint Dunes	C	Closed ²
4. Dumont Dunes	I	Open
5. Kelso Dunes	C	Closed
6. Cadiz Dunes	L	Closed
7. Imperial/Algodones/Dunes	C	Closed
	L	Open
	I	Open
8. Rice Valley Dunes	M	Open
9. Olancha Dunes	M	Open

¹Open to non-motorized vehicles access (see Recreation Element).

²Except by permit

³Except for approved route(s) of travel.

⁴Limited passage of vehicles across area; no motorized vehicle free play.

STOPPING AND PARKING

Stopping and parking and/or vehicular camping along "routes of travel" will be limited to within 300 feet of the route. In some locations, specific parking or stopping areas may be signed "open" or "closed" to protect fragile or sensitive resources adjacent to the route, or to provide a safe place to stop. The intent of this policy is to curtail the uncontrolled widening and/or extension of access routes by vehicles stopping or parking along the route.

ACCESS ON WASHES, SAND DUNES, AND DRY LAKES

Washes

Vehicle access using desert washes will be governed by the area designation for the vicinity in which the wash is located. In areas designated "closed," vehicle access in desert washes will be prohibited. In areas designated "open," vehicle access in desert washes will be permitted. In all "limited" areas, vehicle use in desert washes will be controlled as indicated earlier for routes of travel in Class L, M and I. In addition, washes as access routes may have some type of travel limitation, such as speed limits or seasonal closure, imposed to protect the resources found in or along the wash or to minimize conflicts with other uses.

Sand Dunes and Dry Lakes

Because of the unique geography of these areas, "routes of travel" cannot be readily delineated. Therefore, significant sand dunes and dry lakes within the California desert are designated either "open" or "closed" to vehicular travel regardless of the multiple-use class in which the dune system or dry lake is located. The management objective for each dune system or dry lake will dictate the area's vehicle-use designation. Special monitoring requirements will be needed to protect the resource values in these areas, which are listed in Table 9.

IMPLEMENTATION

PRIORITIES

On-the-ground implementation of vehicle designations will be established, based on the following considerations, in order of priority:

1. Due to the sensitivity of the inventoried resources, highest priority will be given to Multiple-Use Class C (WSA) and L areas and ACECs and Special Areas which are currently experiencing vehicle use inconsistent with the management objectives.
2. Priority will be given to marking the boundaries of those open areas in Class I where high potential for confusion over boundaries exists, especially the boundaries of military reservations.
3. Vehicle access limitations will be implemented in Multiple-Use Class M areas which are currently experiencing vehicle use inconsistent with the management objectives.
4. Vehicle-access limitations will be implemented in Multiple-Use Class C and L areas in which there is little intensive vehicle use.
5. Vehicle-access limitations will be implemented in the remainder of Multiple-Use Class M areas and Multiple-Use Class I areas and, where necessary, in unclassified areas.

AREA DESIGNATION PROCESS

Approval of the Plan constitutes the designation of all public lands areas in the CDCA. All "open" and "closed" areas identified on the Motorized-Vehicle Access Element map (Map 10) are designated and appropriate documentation actions are being initiated. "Limited" areas will require detailed analysis to insure that each area's limitations are appropriate to the issues and resources involved. Until such limitations are put into effect, these areas will be managed on an interim basis as explained under 'Interim Management of Vehicle Access.'

ON-THE-GROUND IMPLEMENTATION

The vehicle-management designations "open," "closed," and "limited" are commensurate with the multiple-use class management objectives for each area.

While vehicle-access designations generally follow multiple-use class boundaries, there are several cases where the area's vehicle designation may be either more restrictive or less restrictive than that of the surrounding multiple-use class. Examples include ACECs, Special Areas, sand dunes, and dry lakes. Designated vehicle access, as it generally will be applied, is described below.

Open Areas

Vehicle use in open areas is restricted by the operating regulations and vehicle standards set forth in 43 CFR 8341 and 8343. Open area designations are effective with Plan approval.

ORV-play open areas will be signed and identified on maps for public distribution. In open areas that abut private lands, BLM will provide information which will encourage recreationists to avoid unauthorized use. Signs and brochures will be used, as well as on-site personnel or the placement of permanent kiosks.

Military land boundaries adjacent to motorized play open areas will be signed, and maps will be noted, "Department of Defense Installation, NOT OPEN TO PUBLIC ACCESS." A complete discussion of open areas can be found in the Recreation Element of the Final Plan, and in Appendix V to the Proposed Plan of October, 1980.

Closed Areas

All closed areas will be signed where necessary to prevent unauthorized use, and identified on maps for public distribution.

Limited (Vehicle Use) Areas

Based on implementation priorities, BLM will, with assistance from the public, determine which routes in Class L and M areas need to be closed or limited in some other way. Route approval will be based on these considerations:¹

1. Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

¹ From 43 CFR 8342.1 (1981)

2. Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.
3. Areas and trails shall be located to minimize conflicts between offroad vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.
4. Areas and trails shall not be located in officially designated wilderness areas or primitive areas. Areas and trails shall be located in natural areas only if the authorized officer determines that vehicle use in such locations will not adversely affect their natural, esthetic, scenic, or other values for which such areas are established.

Routes not approved for vehicle access would in most instances be obliterated, barricaded, signed, or otherwise marked. Wherever possible, natural and/or physical barriers would be used to close routes rather than a multitude of signs.

Multiple-Use Class C

All public lands in Multiple-Use Class C are recommended as suitable for wilderness (see Wilderness Element). Congressionally designated wilderness areas are by law closed to motorized-vehicles. Accordingly, as Congress acts and designates these or any other areas as wilderness, the public lands will be designated "closed" to vehicle use unless exempted. On-the-ground implementation will involve boundary signing and maps.

Vehicle use on lands preliminarily recommended as suitable for wilderness, but not yet designated by Congress as wilderness, will be managed under guidelines described for Multiple-Use Class L (see Wilderness Element and Interim Management Policy for WSAs). Limitations on vehicle access are necessary to protect wilderness values as well as other significant resources. Any vehicle access routes within the suitable WSA will be analysed in management plan preparations.

Maps

In Multiple-Use Class I areas not open to vehicle play, Class M and L areas, and proposed Class C areas, the existing route network will be recorded on 7 1/2 or 15 minute USGS maps. The inventory will make use of aerial photos, State and Federal agency maps, and other sources. As many routes will be identified as practical. These maps will then be used to monitor vehicle use impacts and to produce maps for public use.

Once the inventory is reasonably complete, primary access route will be designated by each Area Office. These routes, including some washes, will be those upon which the BLM (with public input) wishes to encourage use. Selected routes will be signed on-the-ground with numbers or names that will also be on BLM produced maps which will be made available to the public.

Maps are management tools as well as aids to vehicle users. General access maps in the future will show the primary access network and other selected routes whose use causes few if any problems. It is likely that some open routes will not be shown if such "advertisement" would cause user or resource conflict due to heavier use. As a matter of policy, closed routes will be shown only as a short spur to mark the intersection with approved routes. Detailed maps (USGS maps) showing secondary access routes will be made available for a fee.

Signs

Signs are also important management tools, which are necessary because many desert users will not have BLM maps. Any decisions to limit use of a road or area must be reflected in on-the-ground signs. Designated areas and their approved routes, open and closed area boundaries, and the primary access network will receive priority in the signing program. Signs will be designed and placed only where necessary, to minimize visual impact.

INTERIM MANAGEMENT OF VEHICLE ACCESS

Since 1973, BLM has managed access and recreation and recreation-vehicle use under the Interim Critical Management Program (ICMP). An integral part of that program was the release of a series of 22 maps covering the entire CDCA. These maps illustrate the ICMP designations through the use of a color code and a network of access routes compiled from existing maps, public input, and field review. These maps show access in far greater detail than the small-scale desert-wide map issued at the same time which simply showed designations.

With approval of the Desert Plan, the new designations have become effective. There are, however, major changes in designations from the ICMP. The ICMP maps and designations will no longer apply. Until implementation of this element is complete, the following guidelines are in effect:

Existing routes of travel may be used in all Class L and M areas, and in those Class I areas not designated open and in unclassified lands, unless other limitations are in effect. Tables 8 and 9 list all closed areas. In some areas, certain routes have been closed under ICMP guidelines; these will remain closed. As implementation proceeds, some old limitations may be revoked and others added; the public will be notified as changes are proposed.

In Class C areas, vehicle use will occur as if the areas were Class L until such time as the area formally becomes wilderness, except in those cases where vehicle use could impair wilderness suitability.

In wilderness study areas, vehicle use will be managed according to the guidelines for the class that area has been assigned, or according to the guidelines set forth in the WSA Interim Management Policy, whichever is more restrictive.

REVISIONS

Decisions affecting vehicle access, such as area designations and specific route limitations, are intended to meet present access needs and protect sensitive resources. Future access needs or protection requirements may require changes in these designations or limitations, or the construction of new routes. For mining operations, additional access needs will be considered in accordance with the Bureau's Exploration and Mining - Wilderness Review Program regulations (43 CFR 3802) and Surface Management of Public Lands Under the U.S. Mining Laws (43 CFR 3809). Access needs for other uses, such as roads to private lands, grazing developments, competitive events, or communication sites, would be reviewed on an individual basis under the authority outlined in Title V of FLPMA and other appropriate regulations. Each proposal would be evaluated for environmental effects and subjected to public review and comment. As present access needs become obsolete or as considerable adverse impacts are identified through the monitoring program, area designations or route limitations will be revised. In all instances, new routes for permanent or temporary use would be selected to minimize resource damage and use conflicts, in keeping with the criteria of 43 CFR 8342.1.

MONITORING

A major component of the vehicle-access element is the monitoring of impacts resulting from vehicle use. The analysis of impacts and reassessment of management decisions is an integral part of the Bureau's response to the legislative mandate.

The primary objectives of the motorized-vehicle access monitoring program are to:

1. Identify and document when unacceptable levels and kinds of impacts occur on natural, cultural, and historic values.
2. Identify when impacts will preclude corrective or rehabilitative actions.

AMENDMENT THREE:

MULTIPLE USE CLASS GUIDELINE CHANGES FOR MOTORIZED VEHICLE ACCESS.

Changes required in the MUC Guidelines as a result of the revision of the Motorized Vehicle Access Element.

	MULTIPLE-USE CLASS C Controlled Use (Wilderness Management)	MULTIPLE-USE CLASS L Limited Use	MULTIPLE-USE CLASS M Moderate Use	MULTIPLE-USE CLASS I Intensive Use
14. MOTORIZED- VEHICLE ACCESS/ TRANSPOR- TATION	<p>Motorized-vehicle use is generally not allowed unless provided for in individual wilderness legislation and management plans or if necessary to serve valid existing rights, and for emergency use for public safety, or protection of wilderness values.</p>	<p>New roads and ways may be developed under right-of-way grants or pursuant to regulations or approved plans of operation.</p> <p>Motorized vehicle use will be allowed on existing routes of travel until designation of routes is accomplished.</p> <p>Routes will be examined and a determination made whether the route will be open, closed or limited based on criteria in 43 CFR 8342.1.</p> <p>Vehicle use on some significant dunes and dry lakebeds is allowed (see Motorized Vehicle Access Element)</p> <p>Periodic or seasonal closures or limitations of routes of travel may be required</p> <p>Access will be provided for mineral exploration and development</p>	<p>Motorized vehicle use will be allowed on "existing" routes of travel unless closed or limited by the authorized officer. New routes may be allowed upon approval of the authorized officer.</p>	<p>Same as Class M. In addition, the vehicle open areas are available for unrestricted vehicle access except where private land, ACECs and active mining areas are enclosed (see Recreation Element).</p>
Railroads	No new railroads and trans will be allowed. Existing railroads and trans may be operated and maintained subject to non-impairment of wilderness values.	Railroads and trans may be allowed to serve authorized uses if no other viable alternative is possible.	Railroads and trans may be allowed.	
Aircraft	Aircraft facilities are not allowed.	Temporary landing strips may be allowed by permit.	Airports and landing strips may be allowed by lease subject to conformance with county or regional airport plans and FAA and DOD approval.	

AMENDMENT FOUR
WATER QUALITY MULTIPLE USE CLASS GUIDELINES

Proposed Amendment: Four alternatives proposed.

Alternatives Considered:

- A. Change first sentence of water quality guidelines under Classes L, M, and I to read: "Areas designated in this class will be managed to provide for the protection and enhancement of all surface and groundwater resources" (environmentally preferable alternative).
- B. Change first sentence of water quality guidelines under classes L, M, and I to read: "Areas designated in this class will be managed to minimize degradation of surface and groundwater resources where appropriate."
- C. Change first sentence of water quality guidelines under Class L (only) to read: "Areas designated in this class will be managed to provide for the protection and enhancement of surface and groundwater resources, except for instances of short-term degradation caused by water development projects."
- D. No Action

Decision: Accept Alternative C.

Rationale: Classes I and M are intended to provide for more intensive uses than classes C and L. Therefore, the wording proposed by the proposed amendment, which is essentially that for class C is inappropriate for these classes. However, such wording is appropriate for the limited uses mandated by class L, with the exception noted for short-term degradation.

Implementation Needs: None

Carol Edler
District Manager

Date

5/17/83

AMENDMENT FIVE
PANAMINT DUNES

Proposed Amendment: Three alternatives considered.

Alternatives Considered:

- A. Change 10,550 acres of WSA 127 (Panamint Valley) including the Panamint Dunes from Class C (dunes closed) to Class L (dunes open). (See Map)
- B. Change an area of approximately 2,400 acres containing the Panamint Dunes to interim open by permit (see map). Permits would be limited initially to ensure no more than 15 to 20 vehicles would use the dunes. A designated access route would connect the dunes, highway 190, and a camping area. The camping area would cover approximately 1/4 section adjacent to Highway 190.
Avoidance or mitigation within the final site will be conducted in accordance with section 106 of the National Historic Preservation Act of 1966. Dune access would be limited to the existing route. The dunes and access route will be signed.

Inyo County would be invited to join the Bureau for cooperative implementation of this proposal. This cooperative partnership would include enforcement responsibilities.

The "open" designation would be an interim arrangement until final congressional action on the Wilderness Study Area which contains the dunes.

- C. No Action (environmentally preferable alternative)

Decision: Accept Alternative B.

Rationale: An existing demand for limited recreational use of the dunes would be met. There are no comparable dunes available locally for dune buggy use. Opening the dunes would increase opportunities for this type of recreational use in Inyo County. Although dune buggies will be allowed to use the Panamint Dunes, the Kelso and Eureka Dunes will not be open. Use of the dunes would be monitored to determine any negative impacts and assure a proper carrying capacity. Use levels could be adjusted on the basis of the results of the monitoring. Impacts on wildlife, cultural resources, and wilderness would be less

AMENDMENT FIVE CONTINUED

than under the proposed amendment. Location of the camping area near Highway 190 rather than at Lake Hill (as proposed in the Final EIS) will prevent camping impacts in the sensitive Lake Hill area. The most sensitive archaeological sites are in areas which would remain closed; signing and, if necessary, fencing would be used to reduce the chance of site damage.

Implementation Needs: Memorandum of Understanding with Inyo County
 Signing dunes, camp, road
 Management Plan
 Self-permitting kiosk

Grand E. Linn
District Manager

5/17/83
Date

Amendment 5
PANAMINT DUNES
(WSA 127)



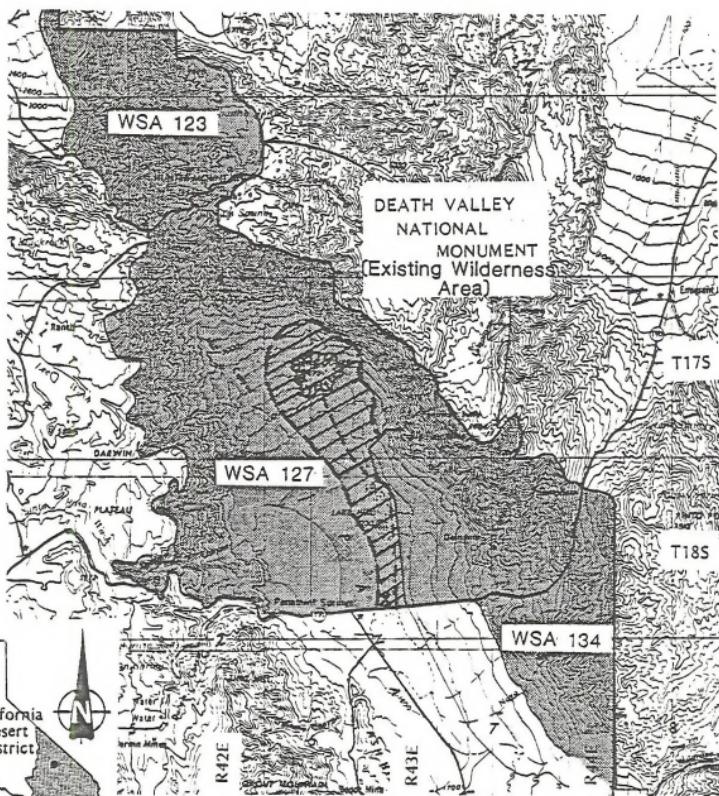
Alternative A
Change from "Closed" to "Open"



Alternative B
Change from "Closed" to "Open"

× Camping area

- - - Designated Access Route



AMENDMENT SIX
BARSTOW TO LAS VEGAS MOTORCYCLE RACE

Proposed Amendment: Establish a motorcycle race course running from Alvord Road to Stateline.

Other Alternatives Considered: No Action (environmentally preferable alternative)

Decision: Accept Proposed Amendment as modified (see maps and supplemental information).

Rationale: There is a great desire on the part of the off-road vehicle community to add this course to the Plan. Most of the proposed route has already been impacted by past competitive events and present uses. Competitive Barstow-to-Vegas races have been run in the past, and there is a great demand to reinstate this event. Monitoring and compliance would be paid for by race sponsor.

Although there would be unavoidable adverse effects on a number of resources directly on the race course, the impacts would be lower than those that led to the cancelling of the race in 1975 due to the following factors:

- 1) Since 1974, procedures and rules that allow better controls on these events have been developed by desert racers. For example, AMA has been able in similar recent events to greatly curtail playriding in pits. This was a source of much unnecessary impact during the 1974 race.
- 2) Pitting crews have been consolidated so that one crew pit for several individuals or small clubs, reducing gas consumption and the need for large pit areas.
- 3) Similar events authorized by the Desert Plan, such as the Johnson Valley-to Parker race, have been run very well and are compatible with objectives of the Plan to provide protection for desert resources while allowing these uses to occur.
- 4) A maximum of 1200 entrants will be allowed, with no more than 400 in each starting wave, significantly reducing the chance for a recurrence of the problems during the 1974 race.

AMENDMENT SIX CONTINUED

The approved main course and options is described below under Supplemental Information, together with course maps. That section presents the rationale for the acceptance or rejection of specific segments considered in the EIS, as well as the need for two minor course modifications. General permit/use guidelines are presented; more specific guidelines will be presented in the permit granted for each year's race.

Implementation Needs: See Supplemental Information.

General Erisman
District Manager

5/17/83
Date

SUPPLEMENTAL INFORMATION

APPROVED COURSE

Camping Area/Start Cone

Approved as described in the EIS. AMA has suggested that camping activities can be relocated to Section 24, the start area, if it is necessary at some future time to mitigate any future private landowner/County concerns (the start area is on public land).

Start Cone to Pit 1

The main course and pit 1 area is approved as described in the EIS. Use of option 1, in WSA 242, is not approved because of the likelihood of wilderness impairment. The main course through WSA 242 is in a major wash or along an old road, and can be used with minimal concern that the nonimpairment criteria would be violated if course width/markings stipulations are adhered to.

Pit 1 to (Alternate) Pit 2

The originally proposed pit 2 will not be used because of archaeological concerns (several lithic sites) and the presence of an Unusual Plant Assemblage (UPA) of Shadscale Scrub. Instead, the alternate to pit 2 described in the EIS will be used.

There will be one minor modification of the main course. Use of a two mile existing dirt road would reduce the number of sharp turns the course makes east of Soda Lake, and would (a) reduce the amount of straying that would likely occur, and (b) avoid a large archaeological site.

(Alternate) Pit 2 to Pit 3

A five mile reroute of the course is required to mitigate private landowner concerns in Section 32, T. 16 N., R. 11 E. (Map 8). An alternate route has been identified that would follow roads for 2 1/2 miles and a large wash for an additional 2 1/2 miles. A cultural field review will be required, but otherwise no resource concerns have been identified.

Map 9 shows the route that should be used with alternate pit 2. Its approval will also help reduce the amount of course that goes through the Shadscale Scrub UPA.

Maps 10, 11, and 12 show a main course different from that proposed in the DEIS, and an optional segment that may be used if future studies indicate a need for botanical mitigation (see below). The main course follows the original main course to its junction with Colosseum Gorge Road, then uses a combination of EIS options 3, 5, and 2. The alternate route would use portions of options 2, all of 5, and return to option 2.

Because of wilderness concerns, EIS option 4 and those portions of options 2 and 3 in WSA 225 will not be used while that area remains under wilderness study. The main course and alternate will be sufficient for foreseeable needs.

The main course through Colosseum Gorge is not approved because of the degree of mining, grazing, and safety concerns raised during the EIS process. Mitigation of these concerns would be time consuming and difficult to accomplish effectively, given the nature of the terrain through which the course passes.

PERMIT/USE GUIDELINES

A Special Recreation Use Permit (SRUP) is required for any competitive or commerical event using public land. Since events can begin in California or Nevada, the BLM office in the state of origin will issue the permit. It is expected that the San Gabriel Motorcycle Club (AMA District 37) will be the prime user, but BLM will consider other applications for events using all or portions of the Barstow-to-Vegas course. Multi-year permits for annual events may be considered.

Fees will be assessed to recover the costs to BLM of issuing the permit. These costs will include those associated with monitoring, mitigation and compliance. Any funds not expended would be returned to the sponsor. Additional costs could also be assessed.

For the 1983 event, the race sponsor must have an application on file with the California Desert District Manager within two weeks of the publication of the Record of Decision, together with approximately 40 percent of the cost-recoverable fee (to fund field work which must be done in late spring). Approximately 40 percent of the remaining cost recoverable fee would be required 30 days prior to the event, with the remainder due by January 1. Within 30 days the sponsor will supply the District Manager with written permission from the State of California Department of Transportation and San Bernardino County.

The EIS fulfilled the NEPA requirements for the first (1983) event. For each future event, an Environmental Assessment (EA) will be prepared. The EA will be based on the results of compliance and monitoring of preceeding events. The type of event will be described, the course mapped, and any modification to the course or guidelines in the EIS will be analyzed. Each EA and permit will include a complete list of stipulations. These will generally follow the guidelines below; appropriate BLM specialists and the race sponsor will develop detailed measures to implement the guidelines. To insure that these measures are carried out, a performance bond will be posted with BLM before a permit is issued. Bonds will vary from \$500 to \$5,000 depending on the type of race proposed and number of entrants.

The first two requirements must be met before a permit is issued. The third puts limits on the course's use. The rest will be attached to a permit.

1. The sponsor will obtain permits, file fees or provide notification as follows; except as provided above for the 1983 event:
 - a. Private Landowners

Permission in writing must be obtained from owners of all lands crossed by the course at least 60 days before the event.
 - b. State of California

Lands Commission: written permission will be obtained to cross all state owned land sections.

Cal Trans: an encroachment permit will be obtained to cross under I-15.
 - c. San Bernardino County

The sponsor will obtain all permits required by County ordinances and file appropriate fees.
 - d. Rights-of Way (R/W)

The sponsor will notify all affected R/W holders at least 60 days in advance of any race, and will be required to follow any reasonable additional stipulations to avoid use conflicts and/or restore routes used to the condition existing before the race. Written agreements will be obtained from these parties.
 - e. Other User Groups

The sponsor will notify all mining claim holders of active properties, grazing leasees and other authorized users at least 60 days in advance of any race, and will be required to follow any reasonable additional stipulations to avoid use conflicts and/or restore routes or improvements to the condition existing before the race. Written agreements will be obtained from these parties.
2. A certificate from an insurer must be presented before a permit can be issued. It must state that insurance is in force, that the insurer will give BLM 30 days notice prior to cancellation or modification of such insurance, and that other affected parties are named as additional insureds to protect against liability.

Limitations

3. a. The maximum number of participants allowed for any event will be 1200. There will be a limit of 400 for any one starting wave.
 - b. Only one mass start event will be allowed each year.

General

4. Prerunning will not be allowed for the Barstow-to-Vegas race. However certain non-sensitive portions of the course may be used for prerunning for small-scale events. (The EA prepared for specific events will authorize and identify these segments).
5. Entry will be by mail only. This requirement may be waived for events involving fewer than 100 entrants.
6. Sponsors will prepare handouts to be sent to all entrants and made available to participants and spectators as they arrive. Maps and rules of conduct will be included to clearly show what activities are or are not allowed, and where. Sponsors will undertake a race safety awareness program to reduce the possibility of collision or injury to any of the racers or casual riders.
7. All trash, course markings and other race-related debris will be removed within 15 days after an event. If an event is cancelled, any markings or debris will be removed by the sponsor 15 days after notifying BLM of the cancellation. Failure to do so will result in a minimum charge of \$400 for contracted clean-up services.
8. All sensitive areas requiring special mitigation will be identified to the sponsor. Before a permit is issued, the sponsor and appropriate BLM specialists will develop site-specific measures to protect resources, promote safety or reduce use conflicts. These measures will be attached to the permit as stipulations and will be included in the EA for the event. Measures/stipulations could include extra flagging, temporary fencing, on-site monitors or special signs.

Note: The sponsor will be required to contract for the collection and curation of artifacts. Such mitigation would be a one-time cost. See Final EIS Chapter IV, Mitigation for sites requiring this action.
9. The sponsor will restore to the satisfaction of BLM's Authorized Officer any lands requiring soil, vegetative or other environmental stabilization as a result of an event.

10. At road crossings, all riders will be required to come to a full stop, then walk their bikes across when the way is clear. Failure to do so will result in disqualification.
11. The sponsor will be required to provide emergency medical service with good radio communications for emergency response.
12. The sponsor will discourage participants from collecting or disturbing wildlife, livestock, cultural artifacts and vegetation. There will be no collection of dead and down wood for campfires.
13. The sponsor will appoint marshalls for the main camp, start cone, pits, and finish area. The marshalls will be responsible for enforcing all applicable permit stipulations; the period of responsibility will be specified in the permit.
14. The sponsor will provide marshalls or contract for law enforcement services for the main camp and start cone; other areas may be specified in the permit. One marshall or officer per 500 spectators/entrants will be required.

Camping Areas

15. a. Camping will be allowed only at the area south of the start (main camp), pit 1, (alternate) pit 2, pit 3 and finish.
b. No parking or camping will be allowed within 500 yards of waters.
c. Camping areas will be clearly marked on the ground and mapped in the handout prepared by the sponsor.
d. Play riding will not be allowed at the main camp, pit 2, (alternate pit) 2 or pit 3.
e. If necessary, speed limits will be posted.

Start Cone

16. a. Boundaries will be clearly marked on the ground and mapped in the handout. The marshall will take steps to keep spectators and entrants within the area specified in the permit.

Pitting Areas

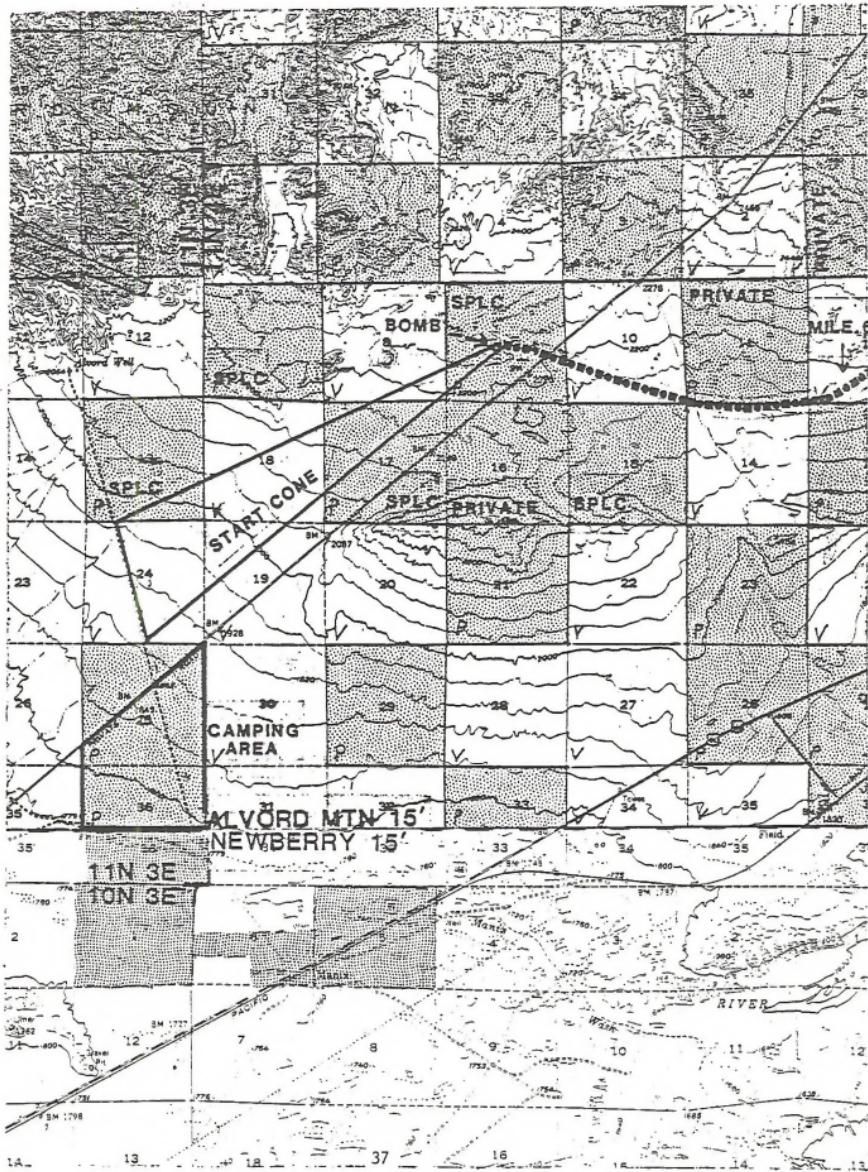
17. a. Each pit will be limited to 8 acres of impact (approximately 100 X 3,400 feet). The marshall will clearly identify the boundaries of the approved pitting area and take steps to keep spectators/entrants within those bounds.
- b. Traffic patterns will be clearly signed to allow one-way traffic flow.
- c. Spectators will be allowed at each pit. Spectator parking areas will be clearly marked and will be separate from the area for pitting vehicles. (Pit 1 is located along the northern border of an Open Area. It is recognized that use patterns in such areas may make it difficult to clearly separate pitting from other uses).
Note: Item 15 (d) prohibits play riding at all pitting areas, with the exception of pit 1.

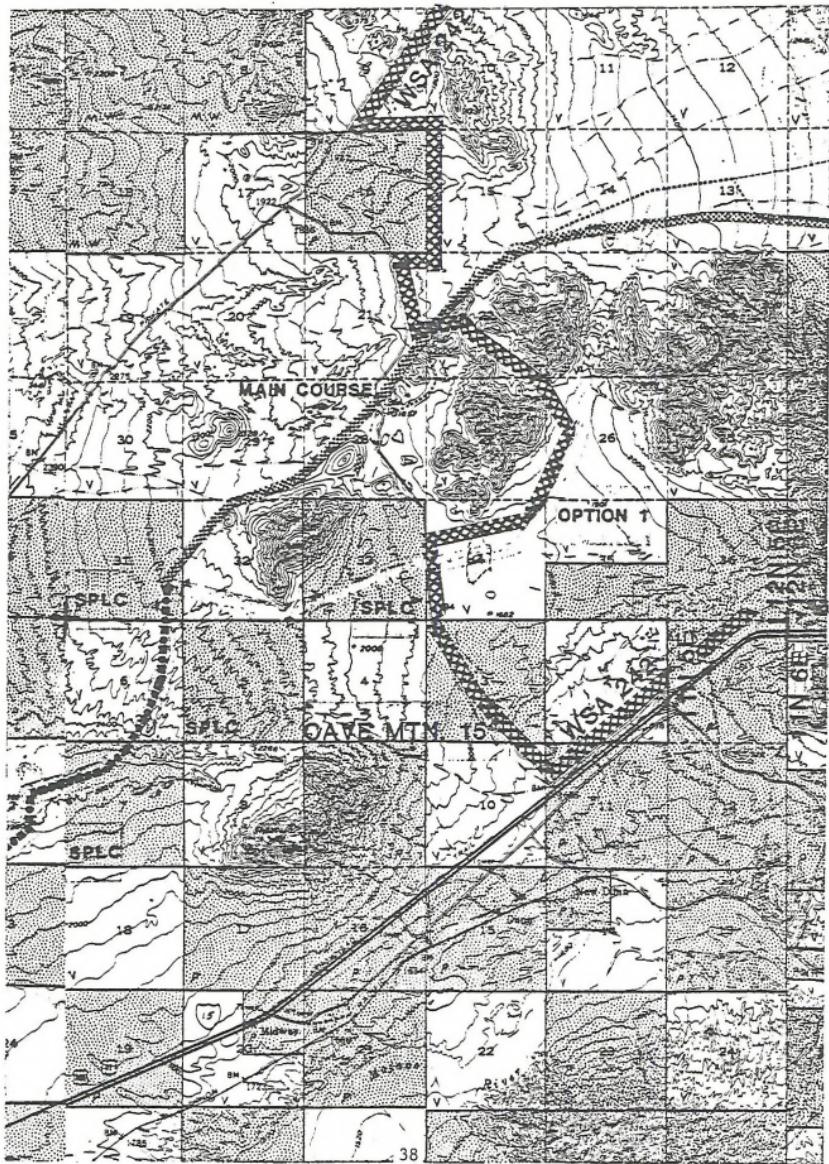
Course

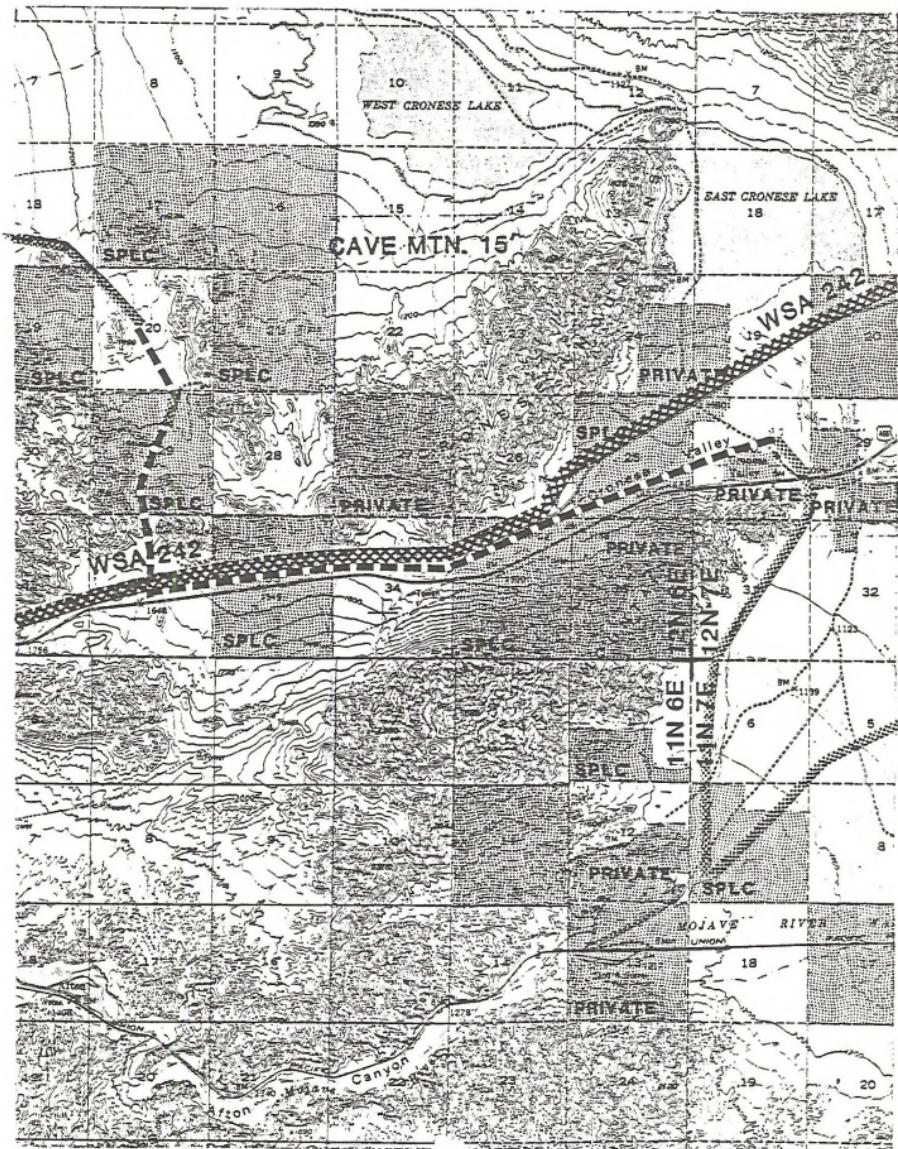
18. a. The centerline will be marked with flagging, lime, or flagged stakes as appropriate for the terrain.
- b. From the bomb to Mile 6, maximum allowable width is 200 feet, with exceptions noted below.
- c. From Mile 6 to finish, maximum allowable width is 100 feet with the following exceptions: On roads, the course will be restricted to the road surface (i.e., berm-to-berm). In washes narrower than 100 feet, the course will be restricted to the width of the wash.
- d. Spectators will be discouraged from lining up along the course. If necessary, portions of the course will be closed to non-race related use the evening before and during the race to provide for public safety.
- e. Course marking for the Barstow-to-Vegas Race will be completed at least four weekends before the date to insure adequate time for inspection and any necessary corrections or additions.
- f. Hazards will be clearly marked according to AMA regulations.
- g. Turns will be marked to avoid excess straying.

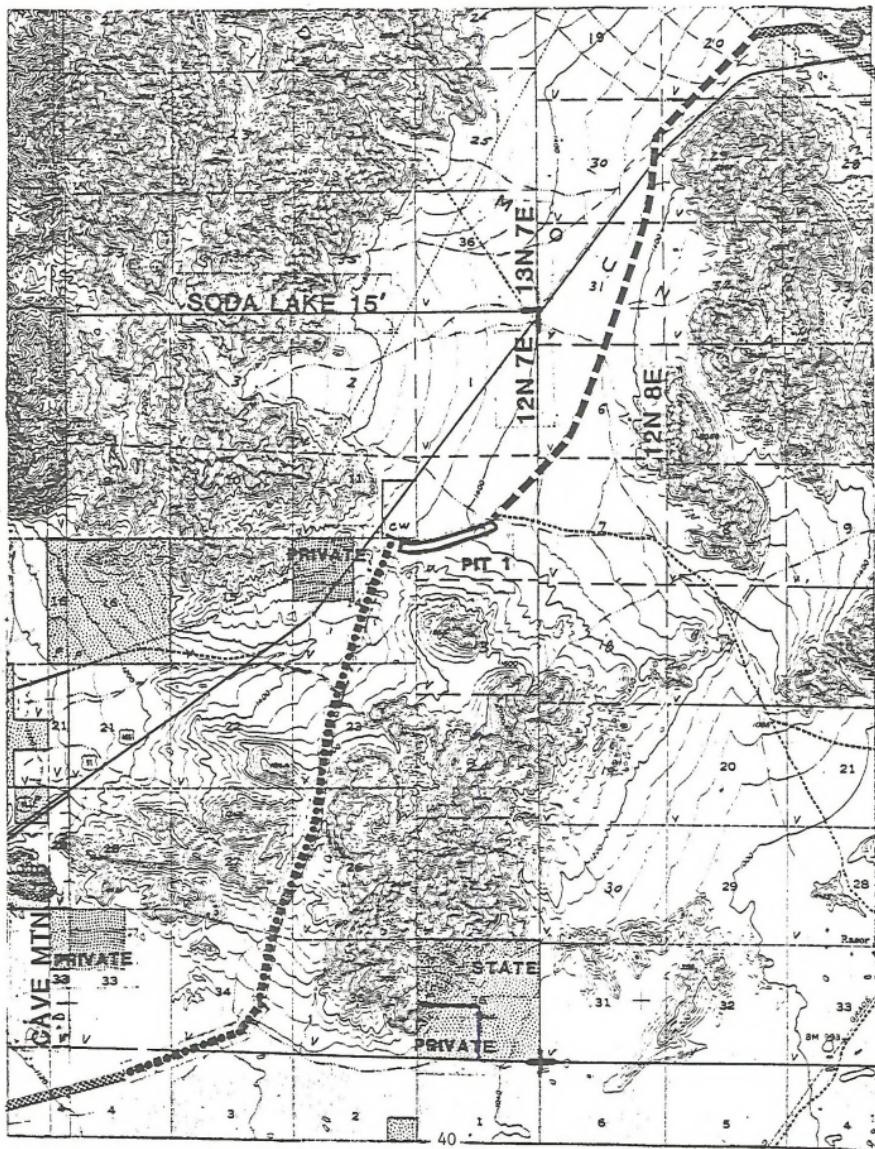
- h. Checkpoints will be established at areas other than pits to decrease course cutting or to give protection to environmentally sensitive areas.
- i. Gates will be closed after any race unless the sponsor is notified otherwise. The sponsor must coordinate how gates are to be left with BLM and the grazing leasee.

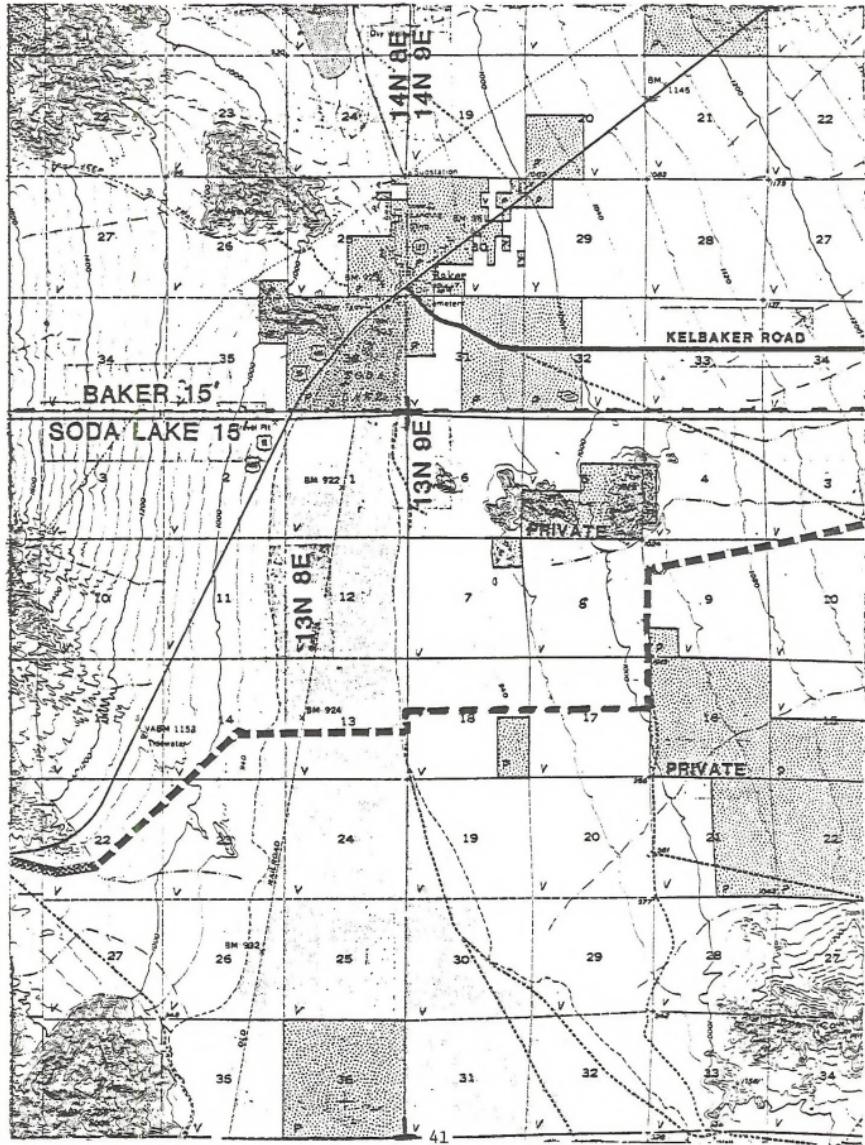
These stipulations may be altered or added to, based on data gathered from monitoring or from new information.

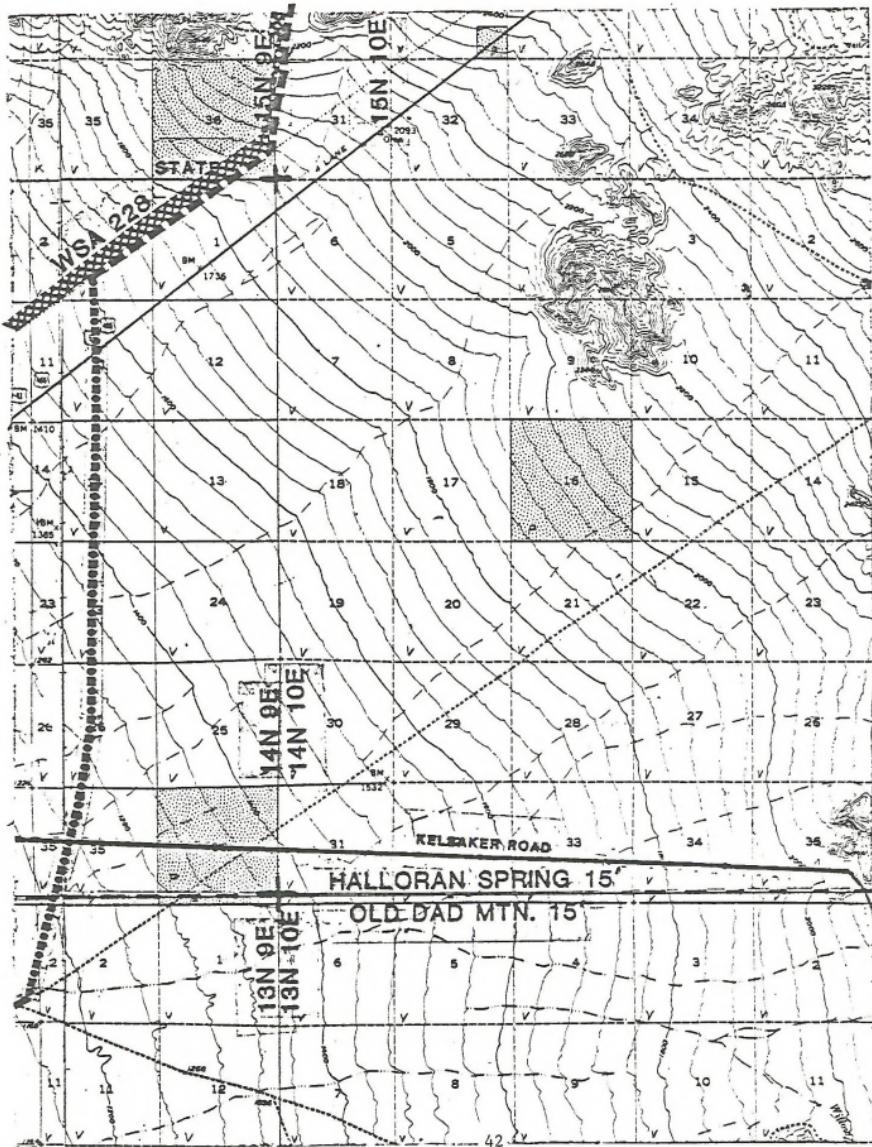




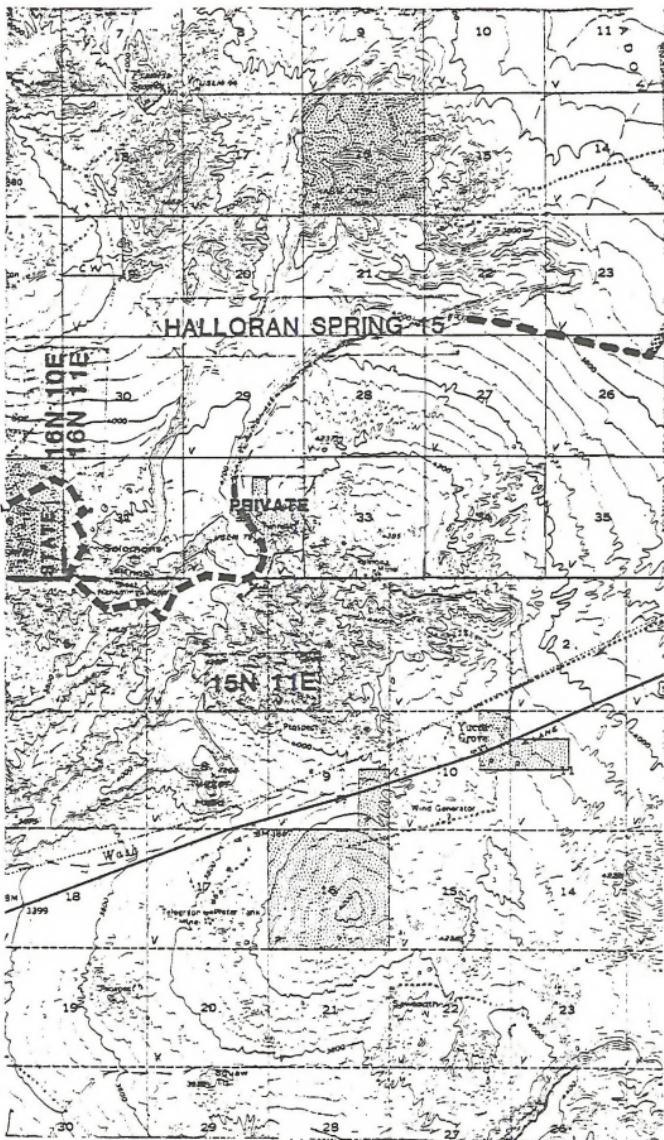


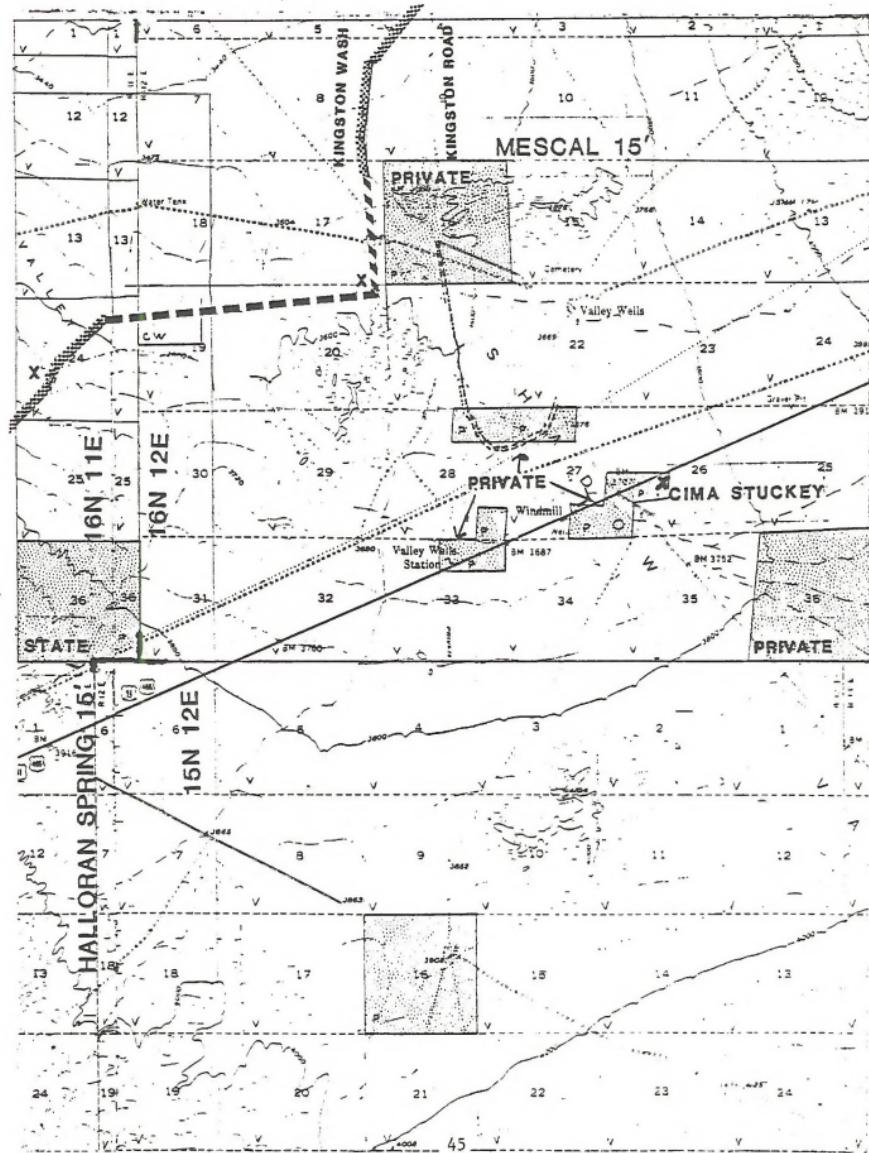


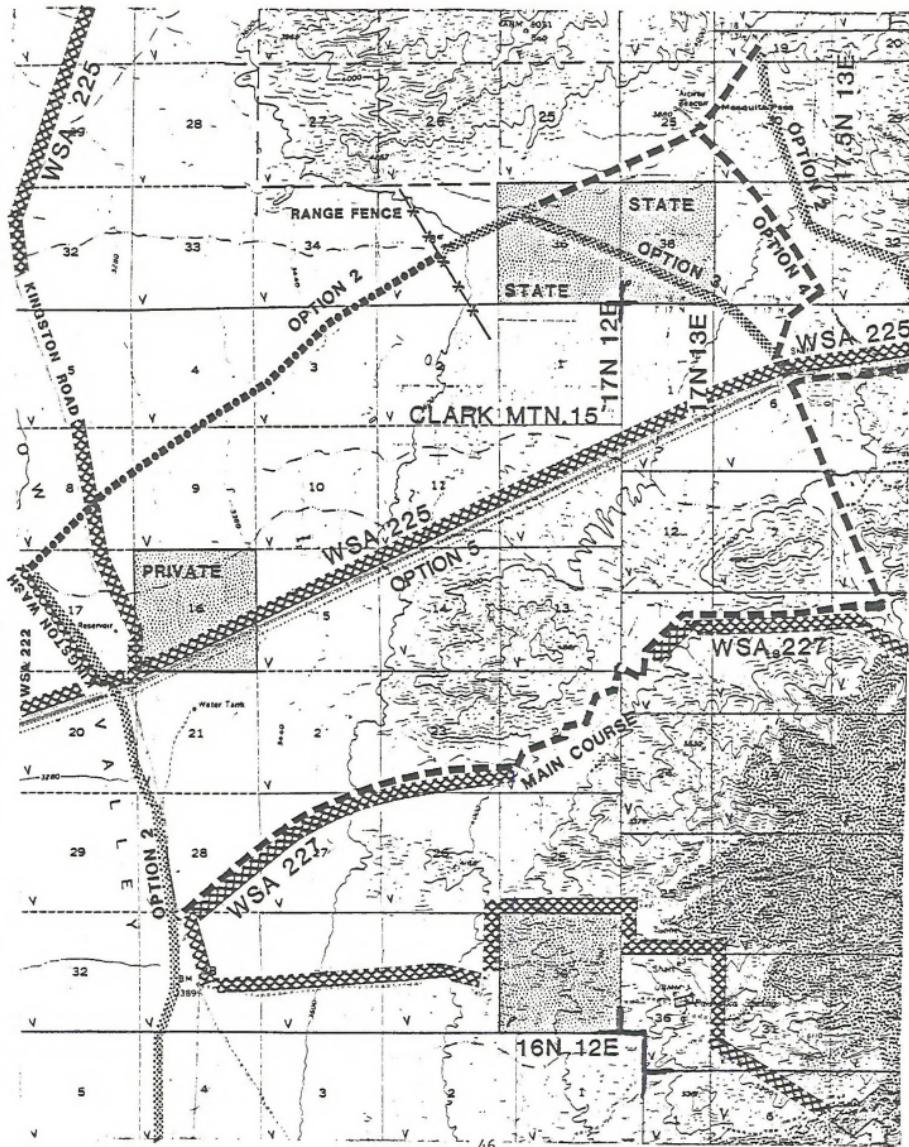


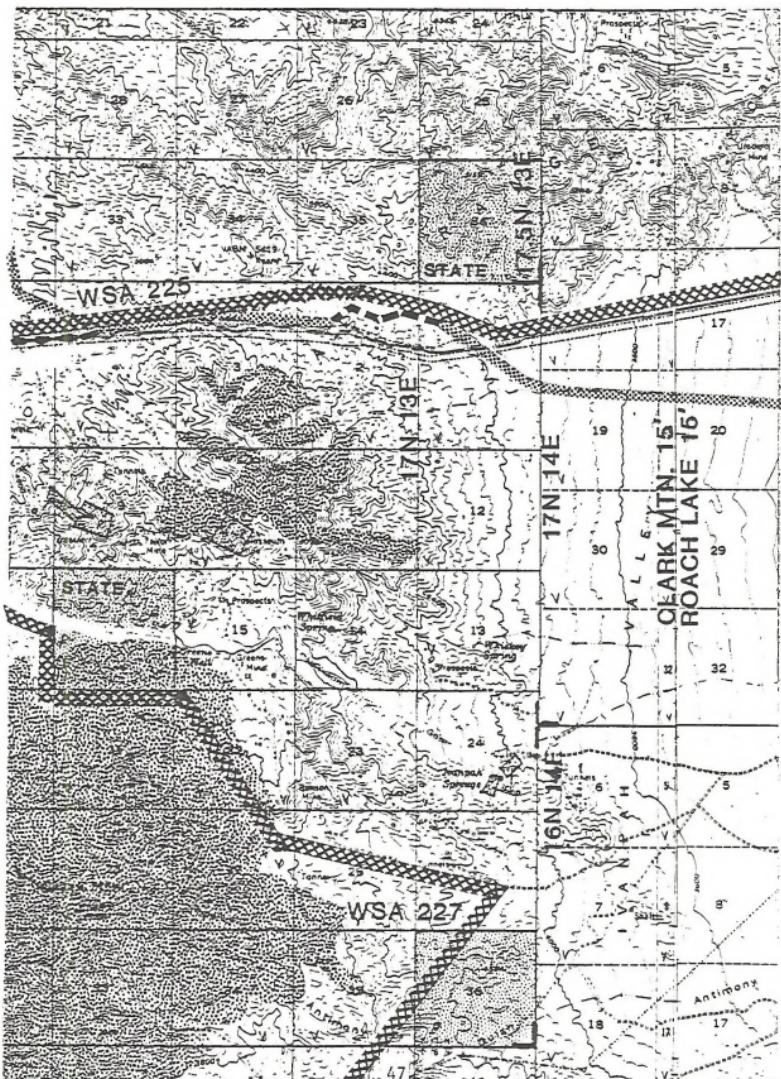


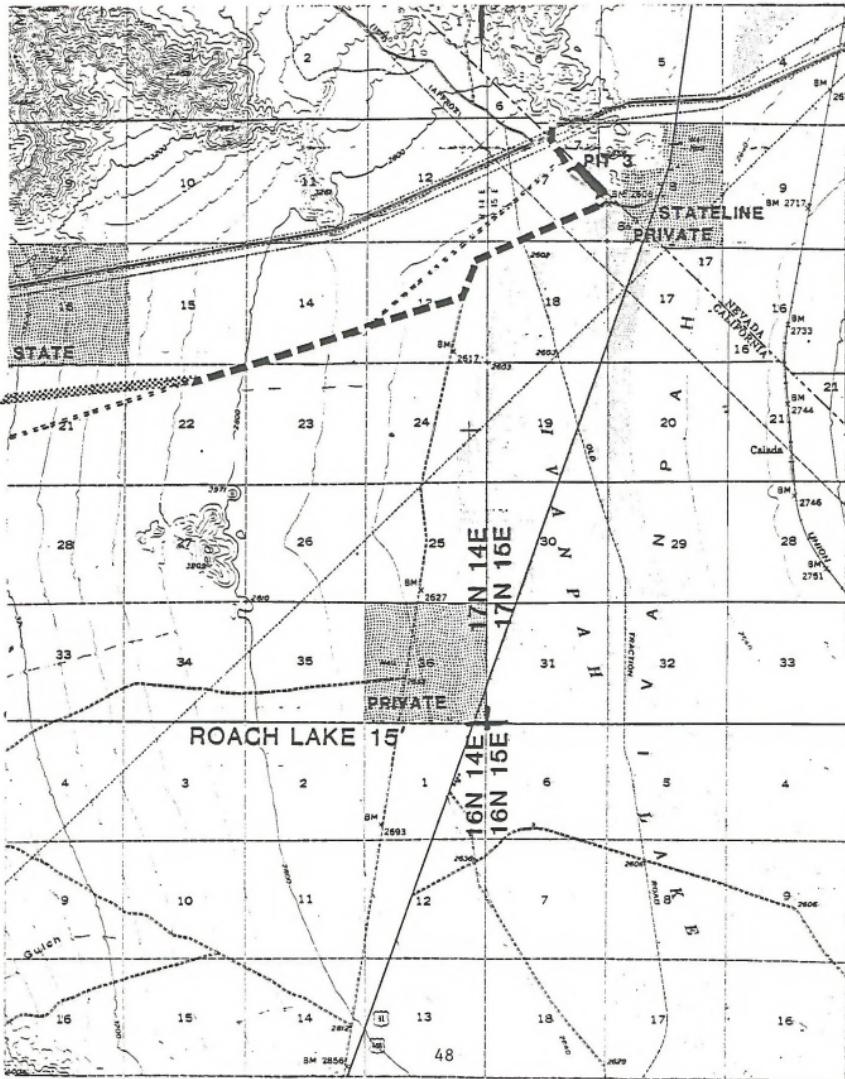












AMENDMENT SEVEN
RASOR OPEN AREA

Proposed Amendment: Four alternatives considered.

Alternatives Considered:

- A. Expand Rasor Open Area to west (see map) to include many traditional use areas and to provide a boundary which is defined by topographic features and which corresponds to actual on-the-ground use.
- B. Expand Rasor Open Area to east to include part of the Devil's Playground within the open area.
- C. Close Rasor Open Area; change to Class M (environmentally preferable alternative).
- D. No Action

Decision: Expand Rasor Open Area to west (alternative A).

Rationale: The amendment establishes an enlarged boundary for the open area which corresponds to actual on-the-ground use in that region and is defined by topographic features. Use would be restricted to north of the railroad by signing to avoid archaeological resources. Expanding the open area east into the Devil's Playground, while it would expand ORV recreation opportunities, would be incompatible with existing opportunities for primitive recreation in this region (which is presently class L and part of the East Mojave Scenic Area). Degradation of valuable archaeological resources would be greater than from an expansion to the west. Although most resources within this area would benefit from closure, use would only be displaced elsewhere resulting in no net reduction in the level of impact. In addition, closure would end the use of a popular ORV free-play area would be eliminated.

Implementation Needs: Sign Boundary.

Howard Estlin
District Manager

5/17/83
Date

Amendment 7 RASOR OPEN AREA



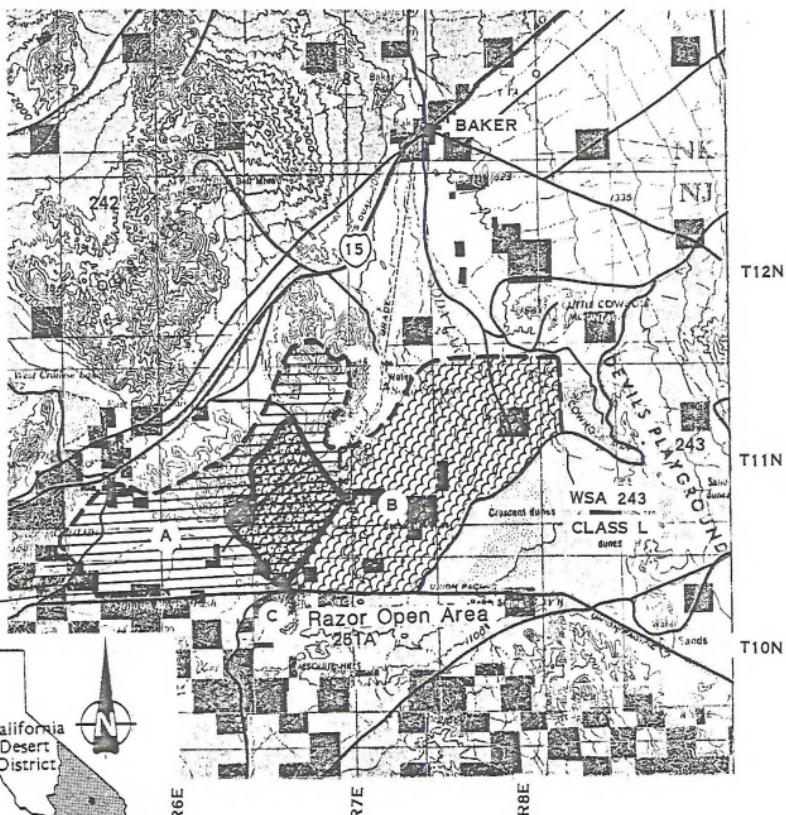
Alternative A
Expand west ("M" to "I")



Alternative C
Close Open Area
Change T to M



Alternative B
Expand east ("L" to "I")



R6E

R7E

R8E

AMENDMENT EIGHT
DRY LAKE ACCESS DESIGNATION

Proposed Amendment: Change the designation of the following dry lakes from closed to that listed below:

Soda Dry Lake - closed, except for approved routes of travel. One such route would be the Mojave Road and a route to be used for Amendment 6.

Silver Dry Lake - Closed, except for approved routes of travel or by permit.

Coyote Dry Lake - Closed, except for approved routes of travel or by permit.

Superior Dry Lake - Closed, except for approved routes and for access by vehicles associated with landsailing activities.

Harper Dry Lake - Same as Superior. In addition, closed within 100 yards of wetland wildlife habitat.

Other Alternatives Considered: No Action.

Decision: Accept proposed amendment.

Rationale: These lakes still reserved for land sailing. What is provided is access for vehicles transporting land sailors. No other vehicle use permitted (e.g., motorcycles, ATVs, four-wheel drive).

Approved routes would include, for example, an existing graded road across Silver and a tank trail across Coyote. Changes in Superior and Harper Lakes are required to support land-sailing activities; this activity was the reason the lakes were originally closed to motorized vehicles.

These lakes are currently listed as closed, although the intended management is to allow limited vehicle use.

Implementation Needs:

General Eddie
District Manager

17/7/83
Date

AMENDMENT NINE
AFTON CANYON ALLOTMENT CLASS CHANGE

Proposed Amendment: Change Afton Canyon Allotment from ephemeral to perennial/ perennial with a carrying capacity of 2795 AUMs adjusted by -699 AUMs for condition class and -37 AUMs for bighorn sheep, leaving an available livestock allocation of 2059 AUMs.

Other Alternatives Considered: No Action (environmentally preferable alterntive)

Decision: Accept proposed amendment.

Rationale: Recent field examinations have shown a good base of perennial grasses in the allotment. Preference would be 2059 AUMs, a significant increase over the 359 AUM five-year ephemeral average identified in the Desert Plan. However, the ephemeral allocation would be raised to this level even if no class change were made. Therefore, no increase or decrease in use would occur that would not occur in any case if this were an ephemeral allotment. This is just a book-keeping change to reflect the actual on-the-ground situation.

Implementation Needs: The allotment is within non-suitable wilderness study areas 251 and 252. Preference would not be granted until after Congress decides on wilderness status. Until that time, AUMs would be allocated on a temporary non-renewable basis.

Carol E. Klein
District Manager

5/17/83
Date

AMENDMENT TEN
AFTON CANYON ALLOTMENT EXPANSION

Proposed Amendment: Expand the Afton Canyon Grazing Allotment to the east (see map) to abut proposed Granite Mountain Grazing Allotment expansion (Amendment 12).

Other Alternatives Considered: No Action (environmentally preferable alternative)

Decision: Accept modified amendment. The allotment would be established, but grazing would be allowed on a temporary non-renewable basis, and only in years of good forage.

Rationale: Recent field examinations have indicated that a good amount of forage exists to the east of the present allotment. Applicants have arranged for leasing intermingled private lands; their failure to do so earlier had been the primary reason for recommending rejection of this amendment in the draft and final EIS's.

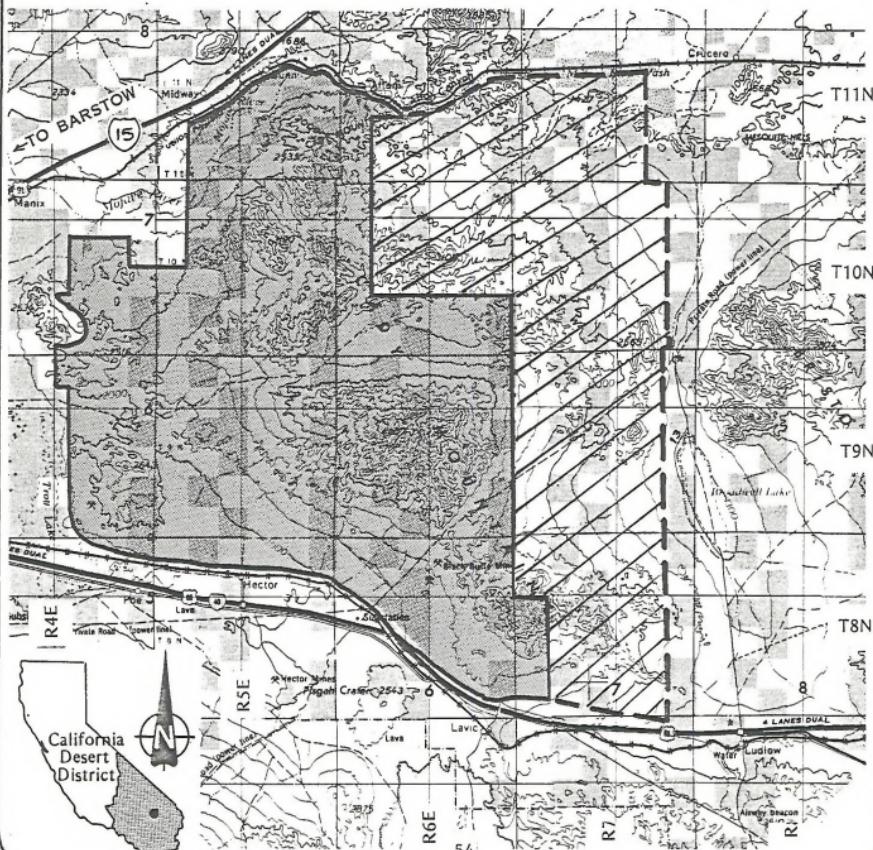
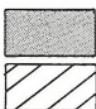
Implementation Needs: Develop a water distribution plan in advance of grazing use authorization.

Grand Ekelin
District Manager

Date

5/17/83

Amendment 10 AFTON CANYON Grazing Allotment



AMENDMENT ELEVEN
CRONESE LAKE ALLOTMENT CLASS CHANGE

Proposed Amendment: Change Cronese Lake Allotment from ephemeral to ephemeral/perennial with carrying capacity of 1508 AUMs, all of which would be allocated to livestock.

Other Alternatives Considered: No Action (environmentally preferable alternative)

Decision: Accept Proposed Amendment.

Rationale: Recent field examinations show the allotment to have a good base of perennial grasses. Preference would be 1508 AUMs, significantly higher than the 1019 AUM five-year ephemeral average identified in the Desert Plan. However, the ephemeral allocation would be raised to this level even if no class change were made. Therefore, no increase or decrease in use would occur that would not occur in any ephemeral allotment. This is just a book-keeping change to reflect the actual on-the-ground situation.

Implementation Needs: Most of the allotment is within non-suitable Wilderness Study Area 242. Preference would not be granted until after Congress decides on wilderness status. Until that time, AUMs would be allocated on a temporary non-renewable basis.

Howard Eshleman
District Manager

Date

5/17/83

AMENDMENT TWELVE
GRANITE MOUNTAINS GRAZING ALLOTMENT

Proposed Amendment: Four alternatives considered.

Alternatives Considered:

- A. Expand the Granite Mountains Allotment to the west (see map). Manage as ephemeral/perennial with preference for 2304 AUMs.
- B. Enlarge allotment as for proposed amendment. Manage as an ephemeral allotment.
- C. Expand allotment to west excluding the Bristol Mountains (see map) managing as ephemeral/perennial with preference for 1048 AUMs.
- D. No Action (environmentally preferable alternative)

Decision: Accept Alternative C.

Rationale: Recommendation based on suitability and forage studies. Conflicts with transient Bighorn sheep habitat would be less than under Alternatives A and B, since the expansion area would not include significant portions of any bighorn sheep herd.

Implementation Needs: Monitor livestock use patterns to see how much of expansion area is actually used.

The expansion area includes portions of recommended non-suitable WSAs 250, 251A, and 256. Preference would not be granted until after Congress decides on wilderness status. Until that time, AUMs would be allocated on a temporary non-renewable basis.

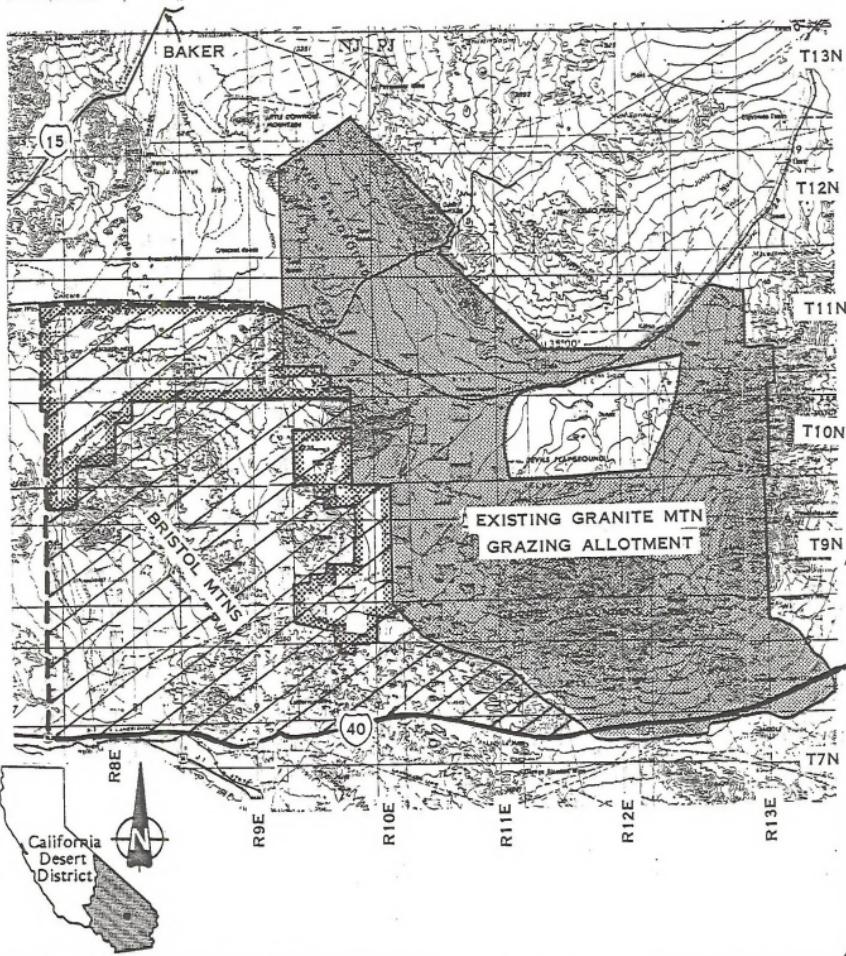
Howard E. Fisher
District Manager

5/17/83
Date

 Alternatives A & B
Proposed expansion

Amendment 12 GRANITE MTNS Allotment

 Alternative C
Limited expansion



AMENDMENT THIRTEEN
KELSO DUNES CLASS CHANGE

Proposed Amendment: Change the grazing classification of Kelso Dunes portion of the Granite Mountains Grazing Allotment from ephemeral to ephemeral/perennial.

Other Alternatives Considered: No Action (environmentally preferable alternative)

Decision: Accept proposed amendment

Rationale: The dunes portion of the allotment was redesignated ephemeral in 1981 with the intention of protecting the dunes from livestock use, not because of a lack of perennial forage species to base an allocation on. In terms of use on the allotments, this resulted in a decrease from 4716 AUMs to 4003 AUMs. In reality, the closure is not enforceable short of fencing the dunes. This amendment would reinstate the original use levels. Although this area is within the recommended suitable portion of WSA 250, the proposed use would be a return to levels which existed at the time of passage of FLPMA, and therefore, represent a grandfathered use.

Implementation Needs: None.

Carol E. Flan
District Manager

5/17/83
Date

AMENDMENT FOURTEEN
RANGE SUITABILITY CRITERIA

Proposed Amendment: Remove slope and distance from water criteria from range and suitability calculations.

Other Alternatives Considered: No Action (environmentally preferable alternative)

Decision: Accept proposed amendment (eliminate suitability criteria).

Rationale: Criteria are arbitrary, and don't reflect seasonal variations in livestock use. Other controls already built in (condition, class, rest, monitoring, and present Desert Plan allocation). Additionally, excluding areas from calculations of carrying capacity due to these criteria carries potential implication that these areas are excluded from the lease, which is not the intent of the Desert Plan.

Implementation Needs: None.

Carrie E. Miller
District Manager

Date

5/17/83

AMENDMENT FIFTEEN
NEW ACEC at BIG SAND and LITTLE SAND SPRINGS

Proposed Amendment: Establish a new ACEC at Big Sand and Little Sand Springs. This is the environmentally preferable alternative.

Other Alternatives Considered: No Action.

Decision: Accept proposed amendment (establish new ACEC).

Rationale: These springs provide the only natural water in northern Death Valley. Habitat supports a variety of migratory birds, and bighorn sheep have been known to water here. The Sodaville milk vetch occurs here and is proposed for listing as an endangered species by the Fish and Wildlife Service. The area is being severely trampled by burros and cattle. The spring mounds at Big Sand Springs are being eroded by livestock and burros.

Implementation Needs: ACEC Management Plan livestock water will be provided, as it is now, but spring sources and associated lush vegetation will be protected through intensive management. Water for wildlife will be developed.

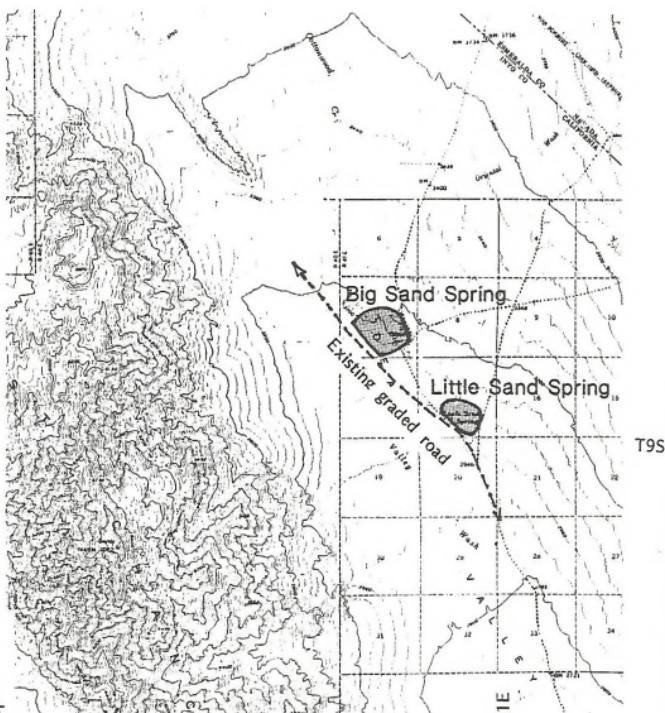
Gerald E. Miller
District Manager

5/17/83
Date

Amendment 15

BIG/LITTLE SAND SPRINGS

PROPOSED
NEW
ACEC SITE



AMENDMENT SIXTEEN
NORTH HARPER LAKE ACEC

Proposed Amendment: Relocate ACEC 36 from present location to T. 11 N., R. 6 W., Section 26, and change name from North Harper Lake to Eriophyllum ACEC. This is the environmentally preferable alternative.

Other Alternatives Considered: No Action.

Decision: Accept proposed amendment (relocate and rename ACEC)

Rationale: The present location was examined and no plants were found. The new location contains plants. The species is on the California Native Plant Society's rare plant list and is on the Fish and Wildlife Service's March 1 list. Use of the Gravel Hills livestock grazing allotment would be reduced, but by only about 3 to 4 AUMs annually.

Implementation Needs: None

George E. Miller
District Manager

5/17/83
Date

Amendment 16
(Boron)

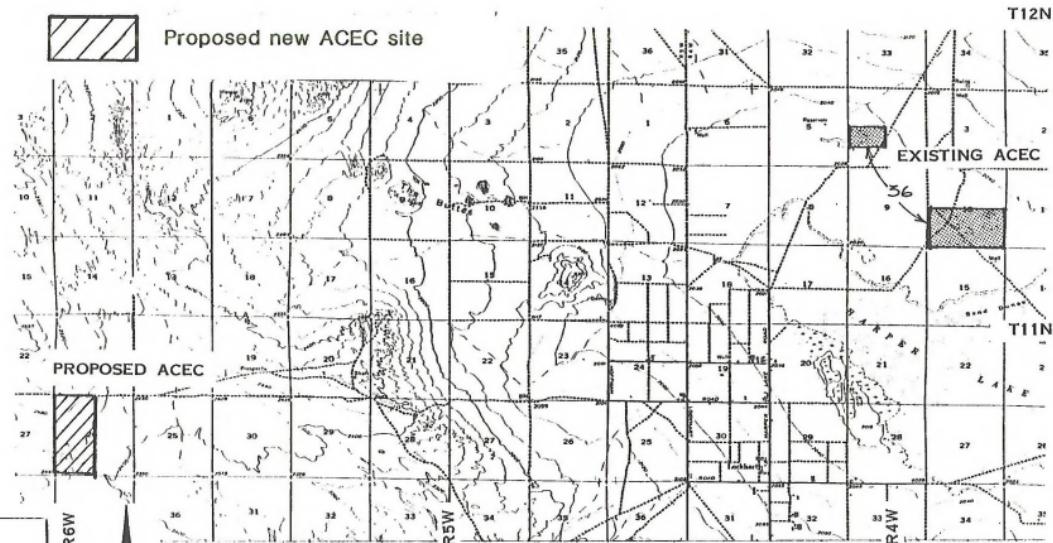
ERIOPHYLUM
ACEC #36



Existing ACEC Site



Proposed new ACEC site



California
Desert
District



AMENDMENT SEVENTEEN
HALLORAN WASH ACEC

Proposed Amendment: Enlarge Halloran Wash ACEC to include Halloran Spring and the associated petroglyphs (environmentally preferable alternative).

Other Alternatives Considered: No Action.

Decision: Accept proposed amendment (enlarge ACEC).

Rationale: The Halloran Spring petroglyphs are close to the road and, due to their high visibility and aesthetic value, are particularly susceptible to vandalism and theft. These petroglyphs are among the best-preserved and most diverse in the California Desert. The present boundary leaves out some of the most important petroglyphs and prehistoric remains in that area. The change would bring approximately 120 more petroglyphs within the ACEC boundary.

Implementation Needs: None

Genevieve E. Eberle
District Manager

Date

5/17/83

Amendment 17
HALLORAN WASH
ACEC #29



Proposed addition to ACEC



AMENDMENT EIGHTEEN
MODIFY EAST MOJAVE SCENIC AREA BOUNDARY

Proposed Amendment: Modify the northern boundary of the East Mojave Scenic Area. Three alternatives considered.

Alternatives Considered:

- A. Delete area around Clark and Ivanpah Mountains (approximately 141,040 acres; see map).
- B. Delete only area immediately adjacent to Cal Coal and Molycorp sites (approximately 47,520 acres; see map).
- C. No Action (environmentally preferable alternative).

Decision: Accept Alternative B (delete only areas immediately adjacent to Cal Coal and Molycorp).

Rationale: Current boundary includes Molycorp's Mountain Pass rare earths operation (60% world's supply) and Cal Coal power plant site. Although there has been concern regarding impacts on sensitive resources if the change were made, removing Scenic Area designation would have no direct impact on any resources present. Acceptance would end conflicts between scenic area designation and large-scale development. Alternative 2 accomplishes this goal with a minimum amount of acreage deleted from the Scenic Area.

Implementation Needs: None

Gerald Eichler
District Manager

5/17/83
Date

Amendment 18

EAST MOJAVE

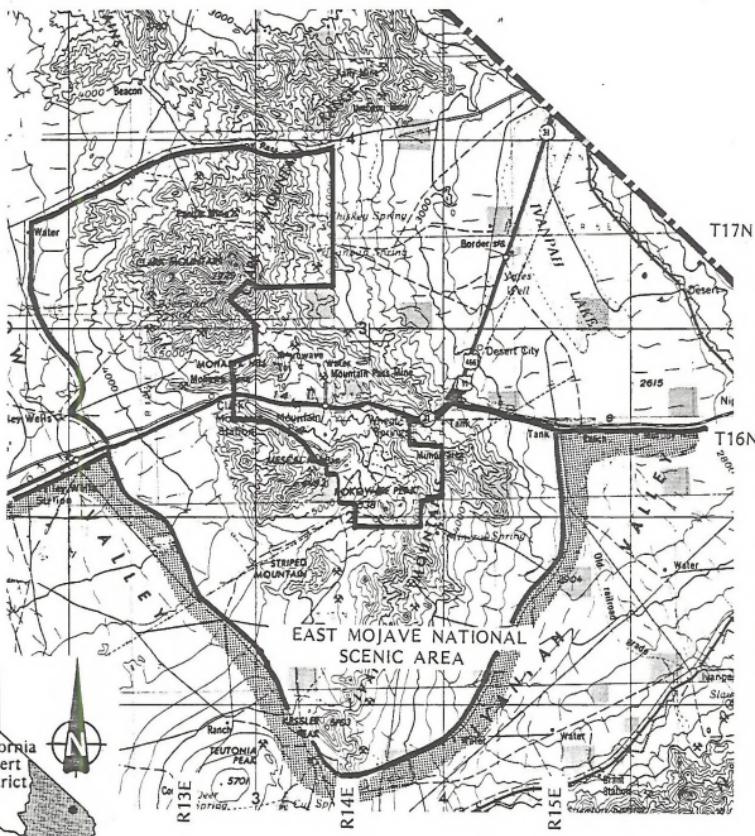
NATIONAL

SCENIC AREA

Alternative A [hatched area]

Alternative B [solid line]

Change northern boundary of EMNSA



AMENDMENT NINETEEN
RAND MOUNTAINS

Proposed Amendment: Two alternatives proposed for the Rand Mountains.

Alternatives Considered:

- A. Change Rand/Fremont Valley area from Class M to Class I.
- B. Change Rand/Fremont Valley area from Class M to Class L (environmentally preferable alternative).
- C. No Action.

Decision: Accept Alternative C (no action).

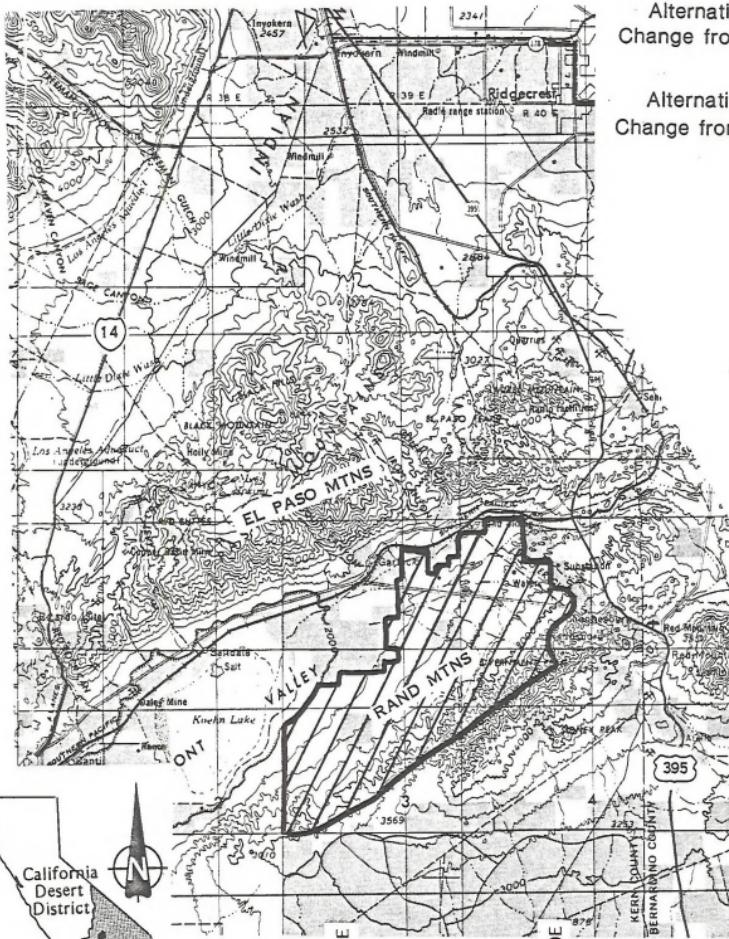
Rationale: Class M best serves all resource needs. Class L is already designated in the adjacent Fremont Valley on the Desert Tortoise Natural Area. A change from M to L would displace some 100,000 visitor use days to other areas. Class I use would not provide adequate protection for wildlife habitat (including highly crucial Desert Tortoise habitat). The management plan for the West Rand ACEC and the recreation plan for the surrounding area will adequately mitigate and manage use. Those plans will be completed by June 30, 1983.

Implementation Needs: None

Carol E. Klein
District Manager

5/17/83
Date

Amendment 19
RAND MTN



Alternative A
Change from "M" to "L"

Alternative B
Change from "M" to "T"

AMENDMENT TWENTY
PLANNING UNIT 32 CLASS CHANGES

Proposed Amendment: Superior Valley area (P.U. 32). Three alternatives considered.

Alternatives Considered:

- A. Change most of Planning Unit 32 currently in Class L to Class M (see map).
- B. Change only area that has been mined from Class L to Class M (see map).
- C. No Action (environmentally preferable alternative).

Decision: Accept Alternative C (No Action).

Rationale: The proponent of this amendment noted that this area is heavily mined, and therefore was improperly classified as Class L. In practice, a change from Class L to Class M would have little long-term effect on existing mining operations. Alternative B was proposed for the Draft EIS to meet the concerns of the proponent while protecting wildlife resources. However, Mojave ground squirrel crucial habitat extends farther west than indicated by Draft EIS: therefore, Alternative B would not alleviate wildlife conflicts. The Naval Weapons Center has indicated concern that increased recreation use under Class M could conflict with military operations. Proponent's desires can be met through route designation process.

Implementation Needs: None

Leonard Ebelz
District Manager

5/17/83
Date

Amendment 20
PLANNING UNIT 32

1

Alternative A
Change from "L" to "M"

A rectangle divided into four equal quadrants by a horizontal and a vertical line. The top-left quadrant is shaded with diagonal lines.

Alternative B
Change from "L" to "M"



AMENDMENT TWENTY-ONE
PLANNING UNIT 34 CLASS CHANGES

Proposed Amendment: Cronese Basin area (P.U. 34). Three alternatives considered.

Alternatives Considered:

- A. Change all of Planning Unit 34 currently Class L to Class M (see map).
- B. Change only checkerboard land ownership pattern area to Class M (see map).
- C. No Action (environmentally preferable alternative).

Decision: Accept alternative C (No Action)

Rationale: Amendment proponents cited presence of extensive mining impacts and motorcycle race courses as evidence Class L was inappropriate. However, numerous sensitive wildlife and archaeological resources exist in Cronese Basin in center of this area. Changing class L to class M would have little long-term effect on existing mining operations. Approval of the Barstow to Vegas race would not require a change of class. Maintaining class L would allow current recreation use levels to continue and would allow for organized ORV uses consistent with the Habitat Management Plan.

Implementation Needs: None

Gerald E. Miller
District Manager

5/17/83
Date

Amendment 21

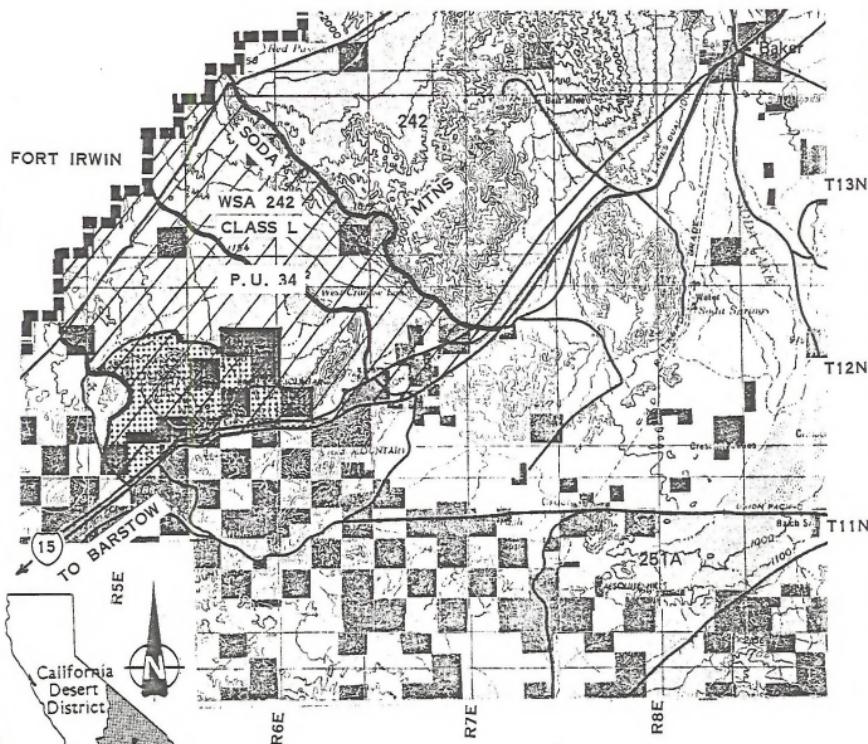
PLANNING UNIT 34



Alternative A
Change from "L" to "M"



Alternative B
Change from "L" to "M"



AMENDMENT TWENTY-TWO
PLANNING UNIT 38 CLASS CHANGES

Proposed Amendment: Stodard East Area (P.U. 38). Four alternatives considered.

Alternatives Considered:

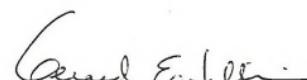
- A. Change Cinnamon Hills area from Class L to Class M (see map).
- B. Change all of planning unit 38 presently classified Class L to Class M (see map).
- C. Change approximately 8 sections adjacent to Johnson Valley Open Area to Class M to allow camping (see map).
- D. No Action (environmentally preferable alternative).

Decision: Accept Alternative C (change 8 sections from Class L to Class M).

Rationale: This alternative will change only that portion of the planning unit currently Class L to Class M that is presently receiving heavy ORV use and which could serve the demand for a camping area. Keeping the northern portion class L would continue protection of wildlife and cultural resources, and reduce conflicts and livestock grazing.

Changing the entire planning unit from L to M would involve lands within the Granite/Newberry Mountains Raptor Breeding Area, a "core" area for Golden Eagles and Prairie Falcons. Such a class change would restrict BLM's ability to implement management prescriptions of the Wildlife Habitat Management Plan to be written for this area. The class change would also adversely affect an area of very high archaeological and Native American value, as well as three grazing allotments. Changing the Cinnamon Hills area would result in only moderately reduced impacts.

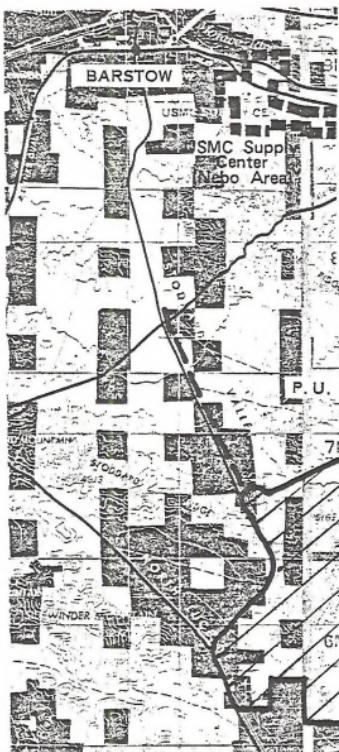
Implementation Needs: None


Gerald E. Eller
District Manager

Date

5/17/83

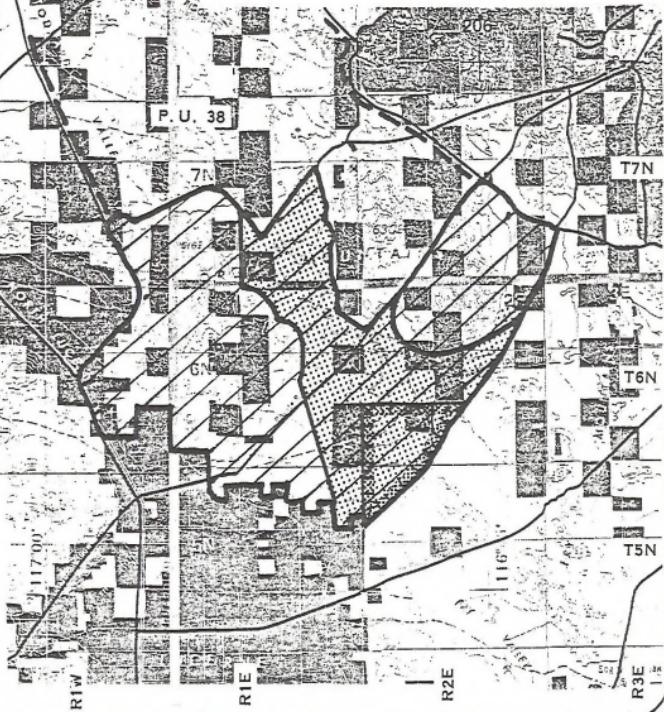
Amendment 22
PLANNING UNIT 38
STODDARD EAST



Alternative A
Change from "L" to "M"

Alternative B
Change from "L" to "M"

Alternative C
Change from "L" to "M"



AMENDMENT TWENTY-THREE
PLANNING UNIT 36 CLASS CHANGE

Proposed Amendment: Granite Mountains area (P.U. 36). Three alternatives considered.

Alternatives Considered:

- A. Change all of Planning Unit 36 currently Class L to Class M (see map).
- B. Change all of Planning Unit 36 currently Class L to Class M except southwest portion of Granite Mountains (see map).
- C. Change only Class L area north of Granite Mountains to Class M (see map).
- D. No Action (environmentally preferable alternative).

Decision: No Action Alternative (no class changes).

Rationale: The majority of the unit is an area of rugged topography which is not heavily used by off-road vehicles. Heavy use areas (i.e., Turtle Valley) were changed to Class M in a 1981 amendment. Continued Class L designation would protect high density Desert Tortoise habitat, as well as lands within the Granite/Newberry Mountains Raptor Breeding Area. Sensitive cultural and Native American values would be protected.

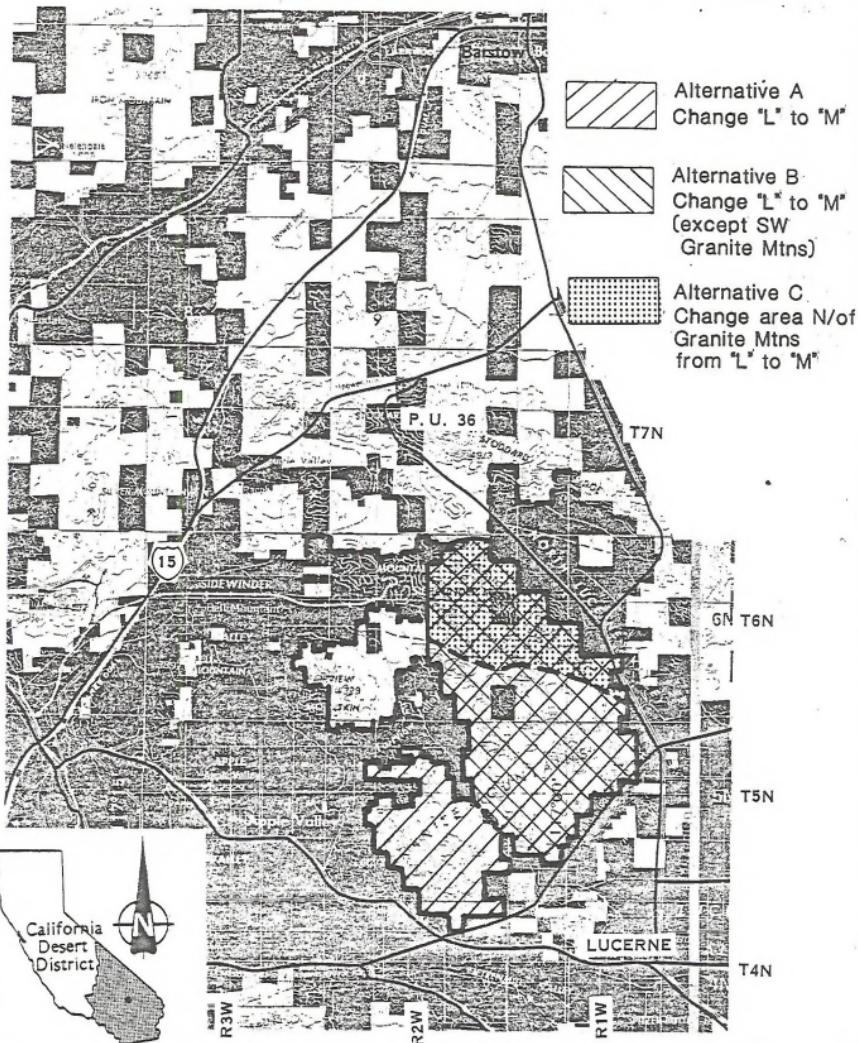
Implementation Needs: None.

David Eddleman
District Manager

Date

5/17/83

Amendment 23 PLANNING UNIT 36



AMENDMENT TWENTY-FOUR
PLANNING UNIT 37 CLASS CHANGE

Proposed Amendment: Change the Round Mountain/Grapevine Canyon portion of Planning Unit 37 from Class L to Class M (see map).

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Reject proposed amendment.

Rationale: This is a scenic area, with sensitive resources. The needs of the local residents could be met by the route designation process. Retaining Class L status would protect the Juniper Flats ACEC, which contains very important and unusual cultural resources which are probably of National Register quality (the ACEC nomination stated "the most immediate need is to prevent or limit and confine access into or within the region").

Implementation Needs: None.

General Editor:
District Manager

Date

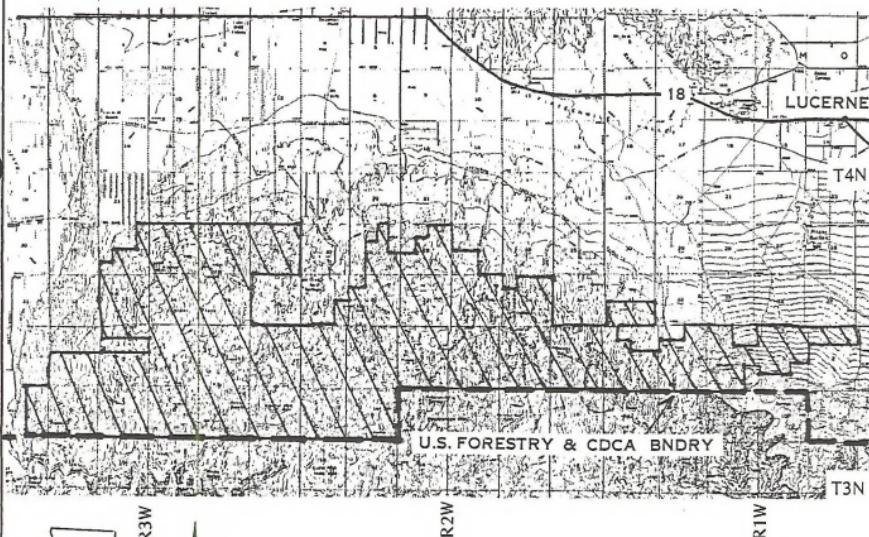
5/17/83

Amendment 24

ROUND MTN/GRAPEVINE CYN PLANNING UNIT 37



Change from "L" to "M"



AMENDMENT TWENTY-FIVE
RED CLOUD MINE AREA CLASS CHANGE

Proposed Amendment: Change that portion of Planning Unit 38 near Red Cloud Mine from Class L to Class M (see map).

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Accept proposed amendment.

Rationale: Although the area overlaps part of the Chuckwalla Bench ACEC and contains high desert tortoise populations, it is currently receiving significant amounts of use. Class M management could be in greater accordance with the actual on-the-ground situation. The Chuckwalla Bench ACEC plan will be completed in August 1983, and will provide management prescriptions to protect sensitive values.

Implementation Needs: None.

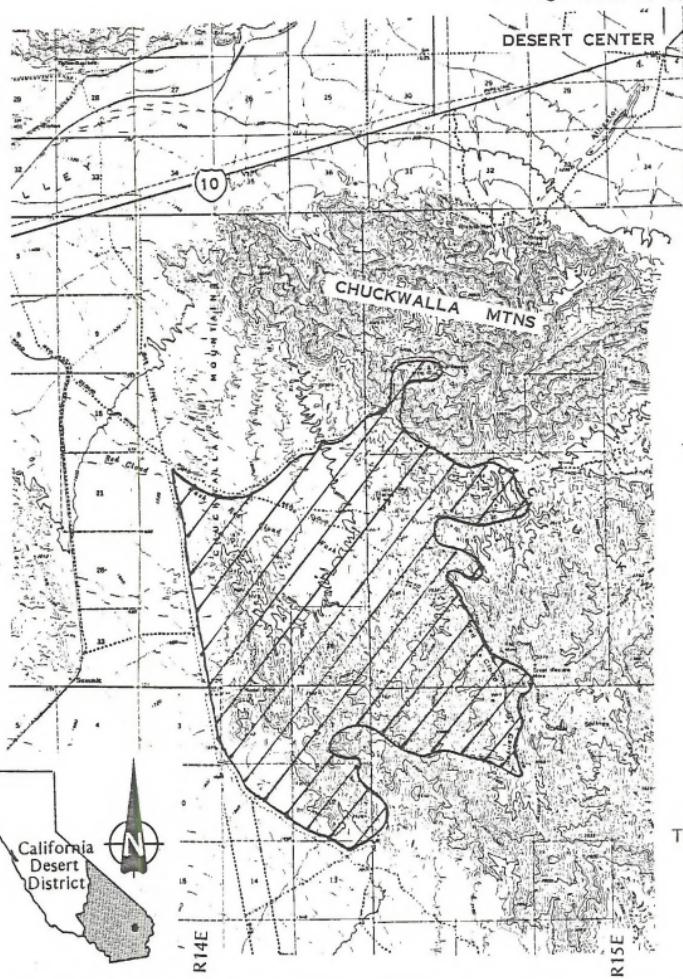
Leonard E. Hill
District Manager

Date

5/7/83

Amendment 25 RED CLOUD MINE AREA

Change from "L" to "M"



AMENDMENT TWENTY-SIX
GORDON'S WELL CLASS CHANGE

Proposed Amendment: Three alternatives considered.

Alternatives Considered:

- A. Change Gordon's Well vicinity as far north as WSA 362 from Class L to Class I (see map).
- B. Change only area immediately adjacent to Coachella Canal bridge to Class I (see map).
- C. No Action (environmentally preferable alternative).

Decision: Accept alternative B.

Rationale: At the time of Plan development, access across the Coachella Canal was unavailable, making the region manageable as Class L. Later, the Imperial Irrigation District opened the bridge across the canal, allowing the public to use the area. The bridge cannot be effectively closed. Under the current classification (Class L Open), access is allowable but not camping. With access, the public can camp now and does. Even forcing people to camp across the canal will not alleviate the problem. The area has historically been used. Both alternatives A and B recognize this problem; B does so while changing considerably less area to Class I. The central core of the Class L area should not be impacted since there is little use between here and the Gecko open area.

Implementation Needs: None

Conrad E. Lien
District Manager

5/17/83
Date

Amendment 26

GORDON'S WELL (Imperial Dunes)

Alternative A

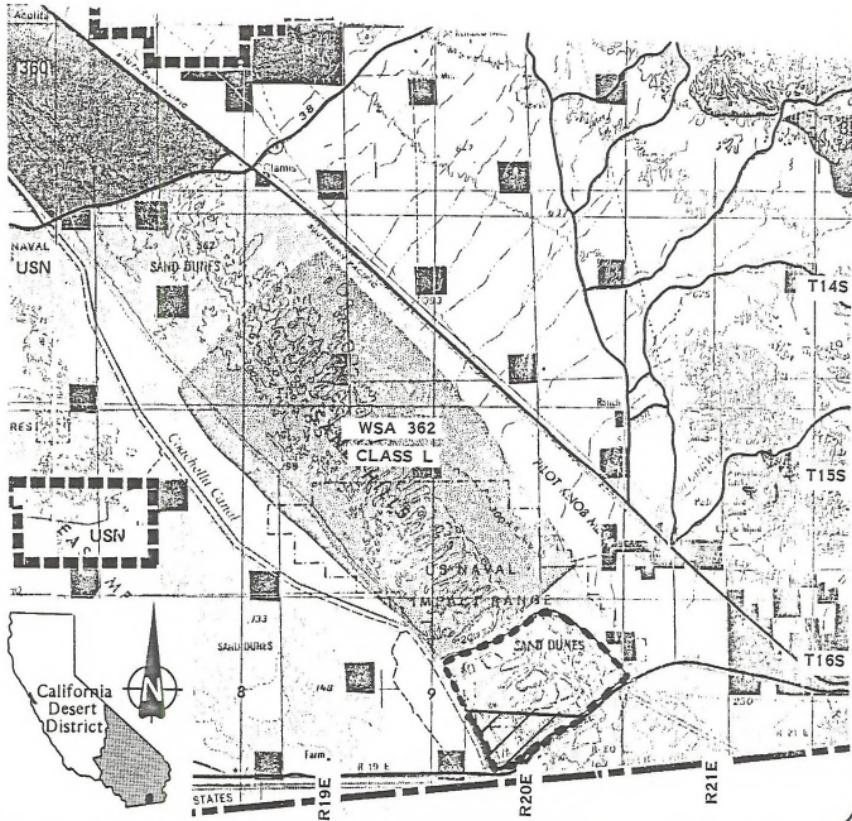


Change from L to I

Alternative B



Change from "L" to "I"



AMENDMENT TWENTY-SEVEN
WSA 117: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: Change suitable recommendation of approximately two square miles of WSA 117 (Saline Valley) to non-suitable status, Class M, in the vicinity of Victor Cons Mine.

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Accept proposed amendment.

Rationale: The area has medium to low potential for the occurrence of lithium. Only two square miles would be required; the manageability and integrity of the remaining wilderness area would not be adversely affected.

Implementation Needs: None

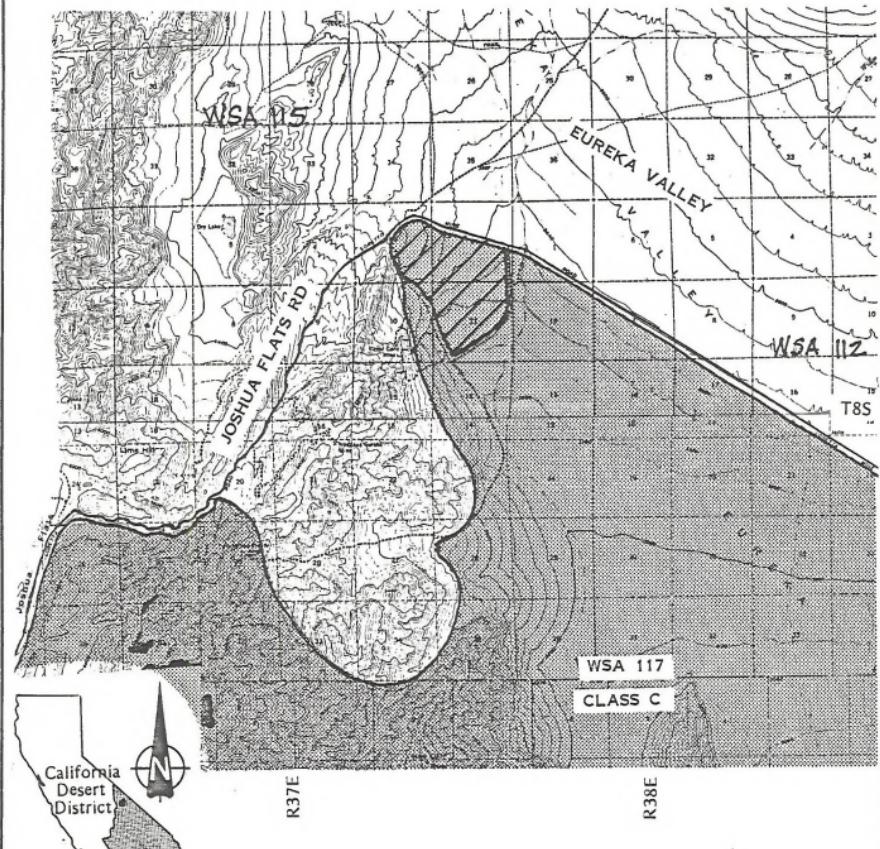
Carol Estlin
District Manager

5/17/13
Date

Amendment 27
EUREKA VALLEY
(WSA 117)



Change from "C" to "M"



AMENDMENT TWENTY-EIGHT
WSA 150 (NEAR SHAW MINE): WILDERNESS SUITABILITY CHANGE

Proposed Amendment: Change suitable recommendation of three square miles of WSA 150 (Nopah Range) near Shaw Mine to non-suitable, Class L.

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Accept proposed amendment.

Rationale: The area has medium potential for minerals. Only 3 square miles of the northern tip of WSA 150 would be involved; the manageability and integrity of the WSA would not be adversely affected.

Implementation Needs: None

Gerald E. Leter
District Manager

5/17/83
Date

AMENDMENT TWENTY-NINE
WSA 150 (Resting Springs Range Portion):
WILDERNESS SUITABILITY CHANGE

Proposed Amendment: Change portion of WSA 150 (Nopah Range) to non-suitable, Class M, at Shaw Mine.

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Accept proposed amendment.

Rationale: Mineral potential is medium to high in this area, particularly for borates. All of the borate production in the U.S. comes from the CDCA, and a majority of that from deposits near Boron. Boron's deposits have an expected life of 25 years; after that time, future borate requirements would need to be met by areas such as this. While it is a rather large area, it lies on the periphery of the WSA, and would not result in an unmanageable wilderness.

Implementation Needs: None

Gerald E. Lile
District Manager

5/17/83
Date

**Amendment 29
CHICAGO VALLEY**

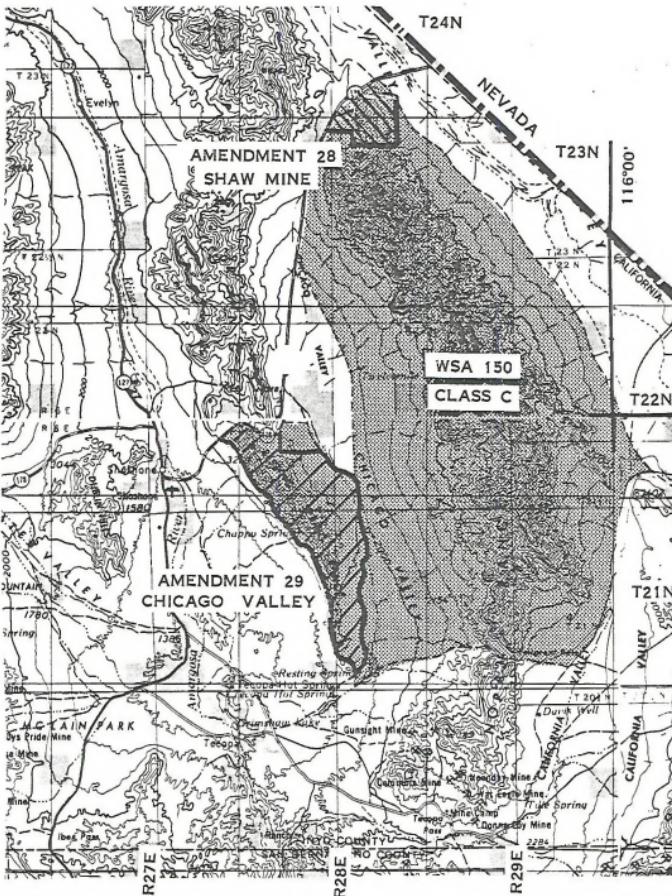


**SHAW MINE
(WSA 150)**

Change from "C" to "M"



Change from "C" to "L"



AMENDMENT THIRTY
WESTERN PORTION WSA 194: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: Change recommendation of the western portion of WSA 194, the Woods Mountains, from non-suitable Class L to suitable, Class C.

Other Alternatives Considered: No Action

Decision: Reject proposed amendment.

Rationale: Although the area has low mineral potential and is an outstanding prehistoric art site (over 1500 known petroglyphs), Class L is sufficient for the protection of the area's wildland values. Special management of the area's cultural resources is necessary, however.

Implementation Needs: Cultural Resources Management Plan.

Howard E. Miller
District Manager

5/17/83
Date

Amendment 30

WOODS MTN

WSA 271

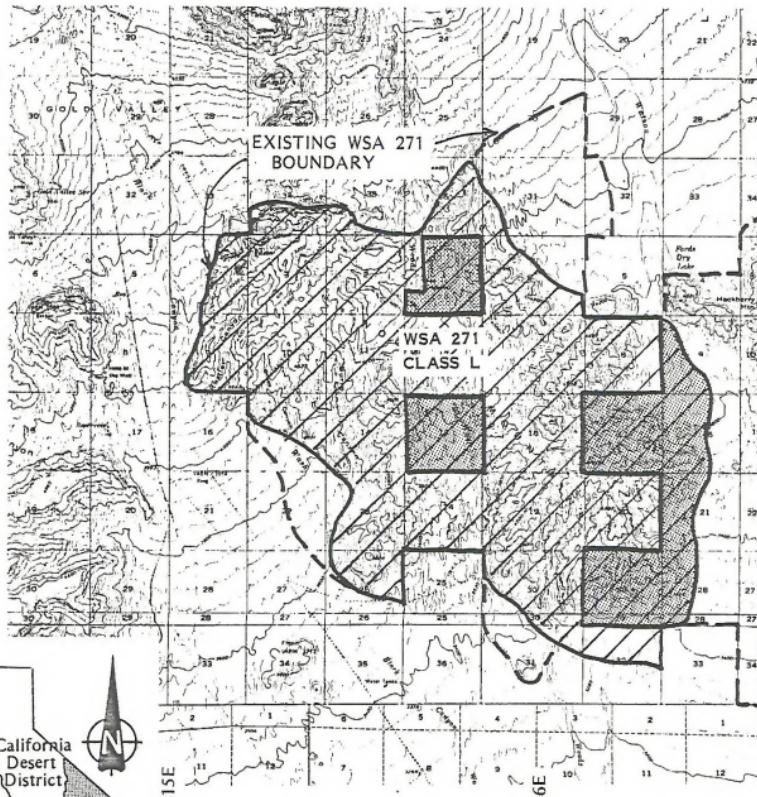


Change from 'L' to 'C'



Proposed land acquisition

T12N



AMENDMENT THIRTY-ONE
NORTHEAST CORNER WSA 250: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: Change recommendation of section 35, T. 11 N., R. 12 E., in WSA 250, from suitable to non-suitable, Class M.

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Accept proposed amendment.

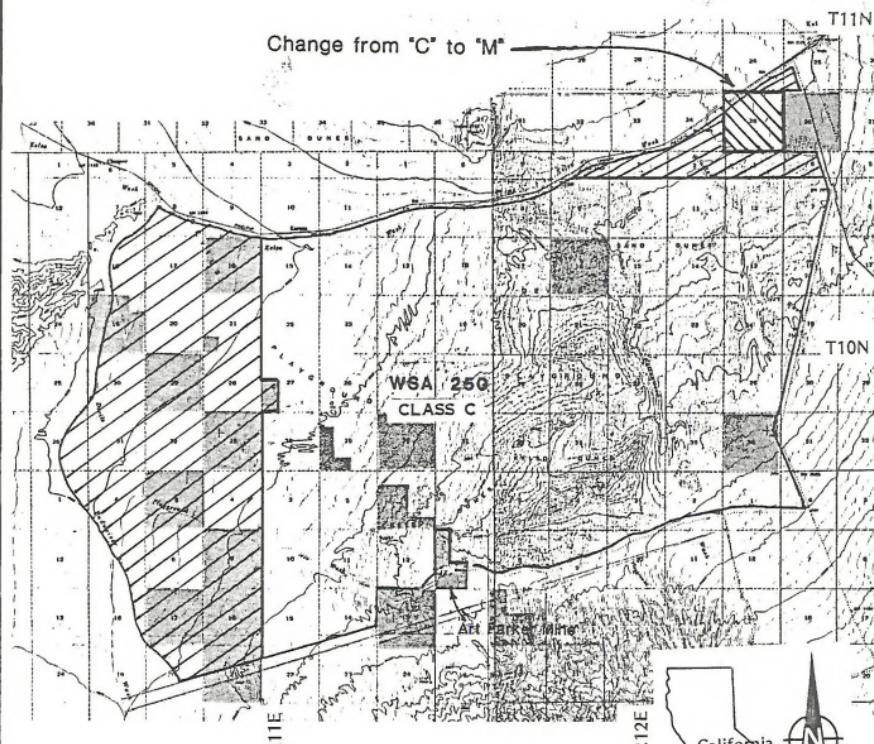
Rationale: Would allow construction of a millsite next to railroad and utilities and would allow working of low adjacent dunes. The section is a sandy flat dominated by creosote vegetation. The millsite would allow relocation of the existing Parker Mine from the south side of the environmentally sensitive heart of the dunes. Impacts of construction and mining at the new site on the wilderness area would be insignificant and would in no way affect wilderness manageability.

Implementation Needs: None

Carroll E. Hill
District Manager

5/17/83
Date

Amendment 31
SEC. 35 (Kelso Dunes)



AMENDMENT THIRTY-TWO
NORTHERN AND WESTERN BOUNDARIES OF WSA 250: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: Change recommendation of northern and western portion of WSA 250 (Kelso Dunes) from suitable to non-suitable, Class L (see map).

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Accept proposed amendment with modification: only northern portion of WSA would be changed from Class C to Class L.

Rationale: Only the lands north of the Dunes would be changed to class L. The WSA was recommended suitable primarily because of the Kelso Dunes, which are south of these parcels. While elimination of mixed-ownership lands to the west would improve wilderness manageability, the same could result from acquiring these lands through land exchange. As this course of action has not been thoroughly explored, it would be premature to change the western 7760 acres from C to L.

Implementation Needs: None

Conrad E. Hiles
District Manager

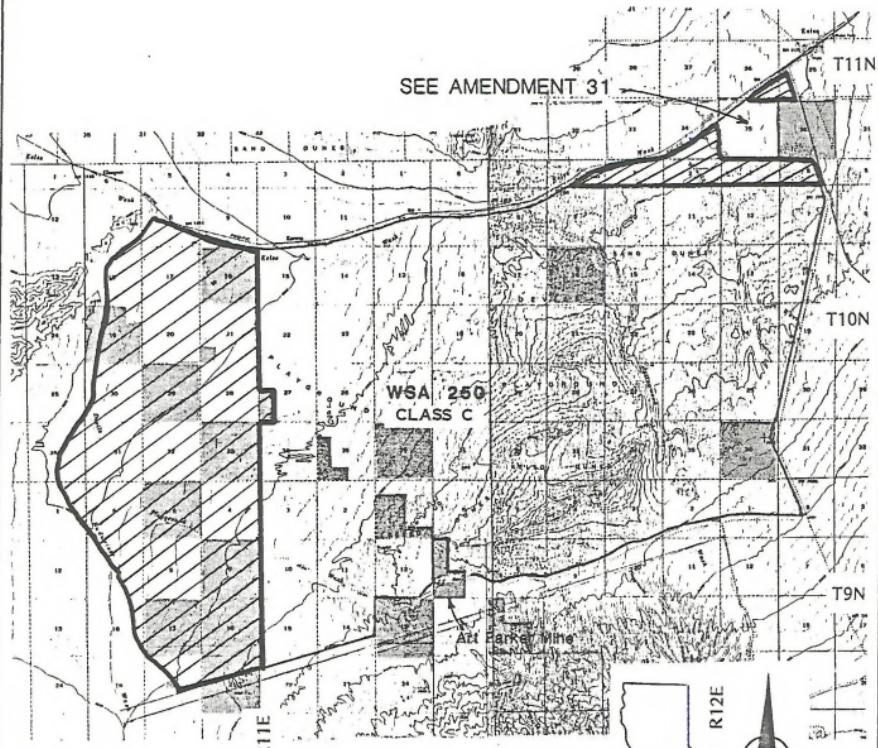
5/17/83
Date

Amendment 32
KELSO DUNES
(WSA 250)



Change from "C" to "L"

SEE AMENDMENT 31



AMENDMENT THIRTY-FOUR
WSA 217 EAST OF RATTLESNAKE CANYON: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: Change recommendation of that portion of WSA 217 (Bighorn Mountains) east of Rattlesnake Canyon from suitable to non-suitable, Class L.

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Accept proposed amendment.

Rationale: The area contains some valuable resources, including transient bighorn sheep range and possibly the sensitive plant Erigeron parishii. However, on-the-ground review revealed more extensive and additional development than previously identified. The manageability of the remaining suitable area would be enhanced, while motorized vehicle access to the eastern portion would be provided.

Implementation Needs: None

Genev E. Miller
District Manager

5/17/83
Date

AMENDMENT THIRTY-SIX
BLACK MOUNTAIN PORTION OF WSA 217: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: Change recommendation of Black Mountain portion of WSA 217 from non-suitable, Class L, to suitable, Class C (environmentally preferable alternative).

Other Alternatives Considered: No Action.

Decision: Accept proposed amendment.

Rationale: The area possesses exceptional opportunities for solitude and primitive recreation. It would provide wilderness opportunities relatively near urban areas. There are no known mining claims or routes of travel.

Implementation Needs: Wilderness Study Report. USGS/BM Minerals Survey.

Glenn E. Miller
District Manager

Date

5/17/83

AMENDMENT THIRTY-SEVEN
WSA 218: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: Change recommendation of WSA 218 (Morongo) from non-suitable, Class L, to suitable, Class C (environmentally preferable alternative).

Other Alternatives Considered: No Action

Decision: Accept proposed amendment.

Rationale: The area possesses outstanding natural conditions, a great diversity of habitat types, outstanding scenic quality, and is close to urban centers. It is entirely under BLM administration, contains only one mining claim, and has received public support for wilderness designation.

Implementation Needs: Wilderness Study Report. USGS/BM Minerals Survey.

Gerald E. Hill
District Manager

Date

5/17/83

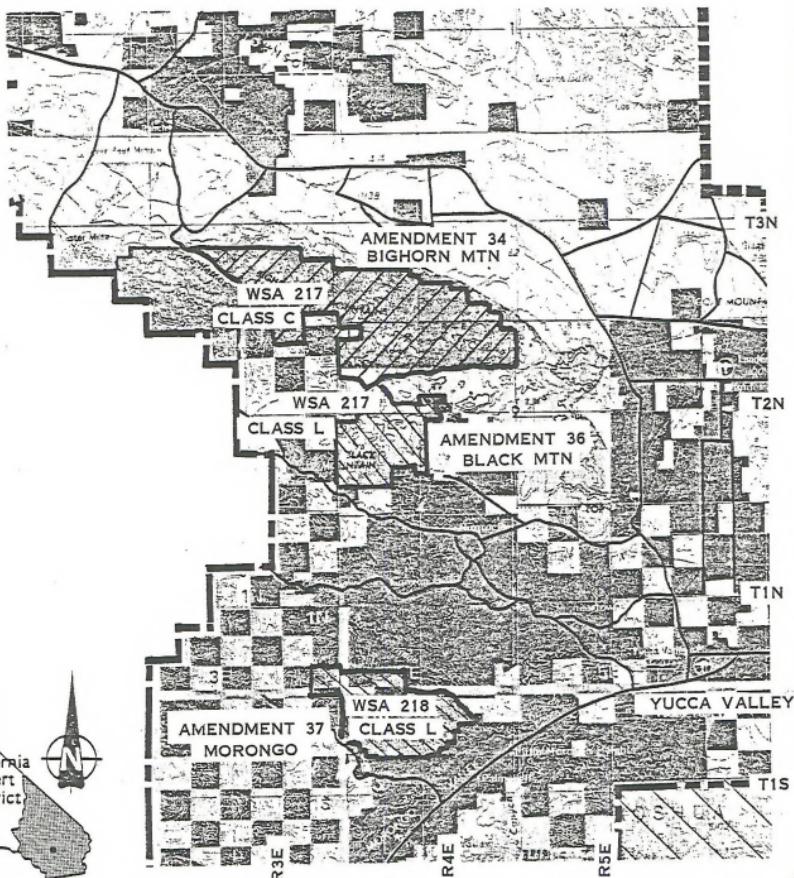
Amendment 34, 36, 37



Change from "C" to "L"



Change from "L" to "C"



AMENDMENT THIRTY-NINE
WSA 145: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: WSA 145 (Resting Springs Range). Three alternatives considered.

Alternatives Considered:

- A. Change recommendation of portions of WSA 145 from suitable to non-suitable: 20 square miles near Baxter Mine to Class M; 10 square miles southeast of Baxter Mine and 10 square miles near Shadow Mountain to Class L (see map).
- B. Change recommendation of entire WSA 145 from suitable to non-suitable, Class L, except near Baxter Mine, where it would be changed to non-suitable, Class M (see map).
- C. No Action (environmentally preferable alternative).

Decision: Accept Alternative B (change recommendation of entire WSA).

Rationale: The Baxter Mine area possesses medium to medium high potential for metallic minerals, and current access works against maintaining wilderness values. Deletions in center of WSA render management of the remaining area as suitable to be impractical. Presently, known mineral values indicate that additional high cost inventory can be saved by changing the recommendation now.

Implementation Needs: None

Gerald E. Miller
District Manager

5/17/83
Date

Amendment 39
WSA 145

Resting Springs Range

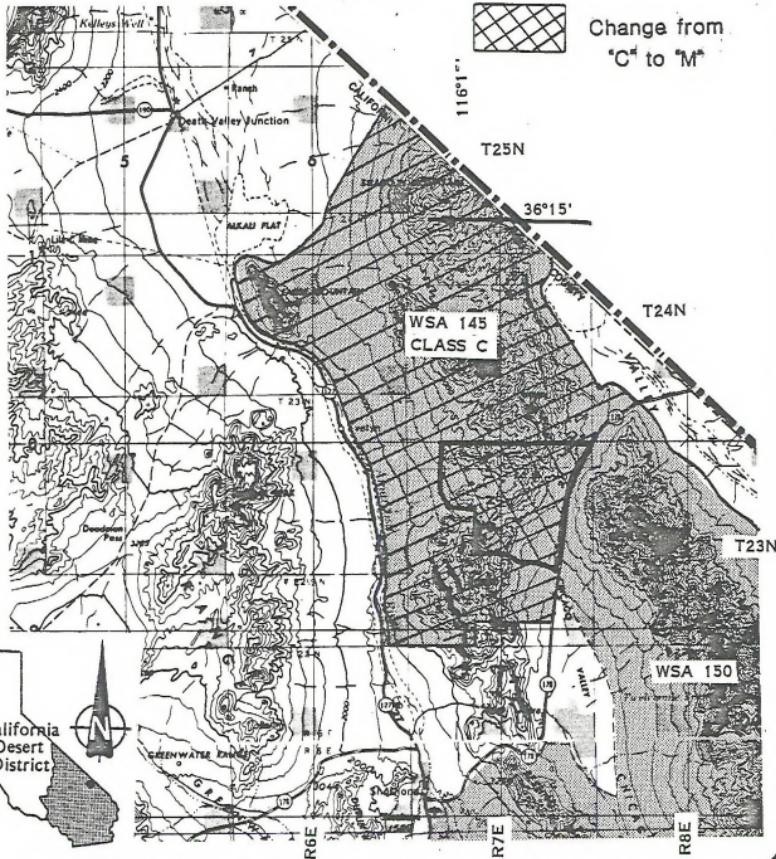
ALTERNATIVE B



Change from "C" to "L"



Change from
"C" to "M"



AMENDMENT FORTY-ONE
WSA 157: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: Change recommendation of 45 square miles of WSA 157 (Little Lake Canyon) from suitable to non-suitable, Class L (see map).

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Reject proposed amendment.

Rationale: The WSA contains a broad transition zone between the Sierra Nevada and Mojave Desert wildlife communities, resulting in a high diversity of wildlife. The southern 75 percent of the area is within the East Sierra Canyons Wildlife Habitat Management Area. If the area were changed to Class L, adverse impacts could increase on livestock operations and cultural resources. Mineral values are speculative. This area is to be inventoried by the Geological Survey; the suitability recommendation could be reconsidered after that survey.

Implementation Needs: None

Cewart E. Fisher
District Manager

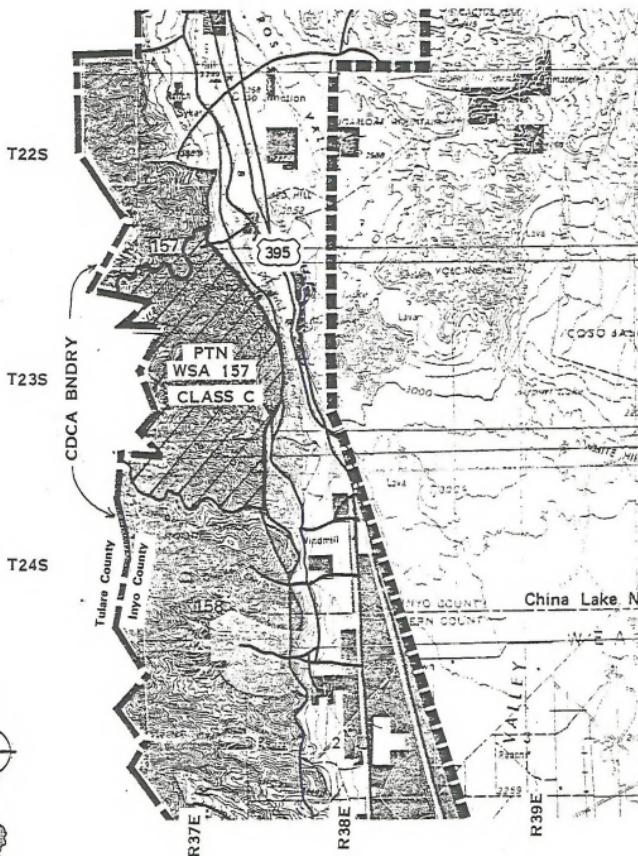
5/17/83
Date

Amendment 41

WSA 157



Change from "C" to "L"



AMENDMENT FORTY-TWO
WSA 123: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: Change recommendation of WSA 123 (Hunter Mountain) from suitable to non-suitable, Class L.

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Reject proposed amendment.

Rationale: Wilderness values are extremely high. The WSA ranked second out of 137 in the CDCA. An extremely varied topography contains the Hunter-Cottonwood Mountain/Grapevine Canyon Habitat Management Area, an area designated for Bighorn Sheep. Native American values are high and valuable cultural resources occur. Under a wilderness designation, existing grazing could continue as a "grandfathered" use. Mineral potential varies from low to low-medium.

Implementation Needs: None

Howard E. Filler
District Manager

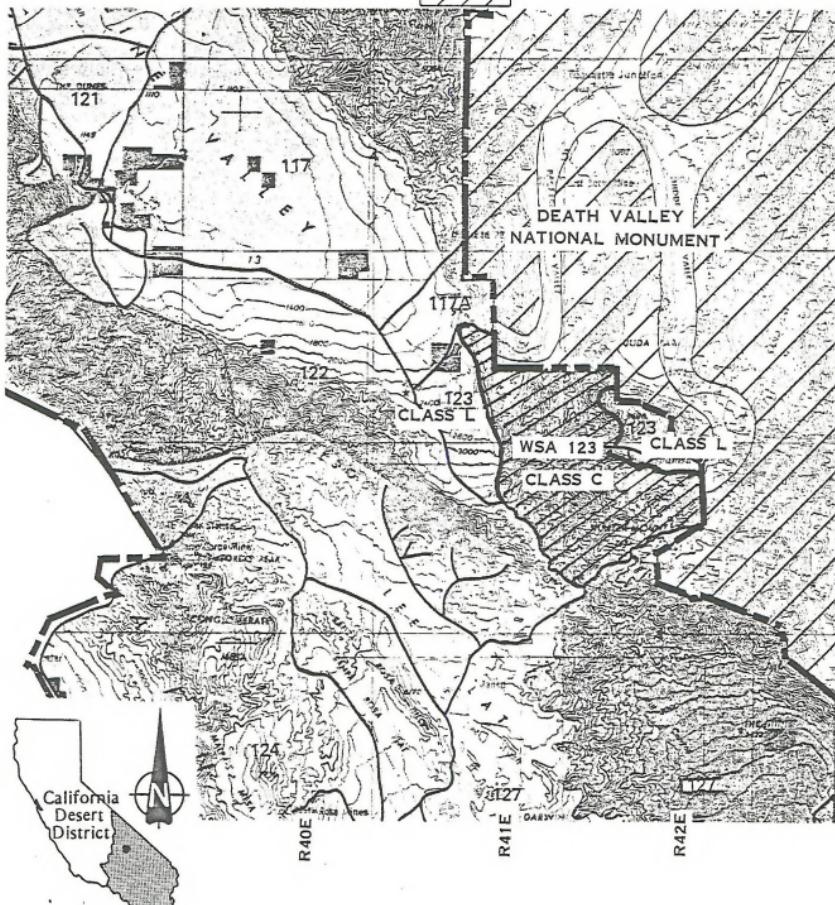
5/17/83
Date

Amendment 42

WSA 123

Hunter Mtn

Change from 'C' to 'L'



AMENDMENT FORTY-THREE
SAWTOOTH WSA AREA 024C: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: Change recommendation of Sawtooth WSA Area CA-060-024C from suitable to non-suitable, Class L.

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Accept proposed amendment.

Rationale: Accepting Amendment 45 would isolate this parcel from remainder of Sawtooth WSA and increase sights and sounds of man. In any case, this area was dropped from WSA Status in December 1982 since it was smaller than 5000 acres.

Implementation Needs: None

Howard E. Miller
District Manager

5/17/83
Date

AMENDMENT FORTY-FOUR
SAWTOOTH WSA: "CHERRYSTEM" DELETIONS AND ADDITIONS

Proposed Amendment: Delete and add cherrystemming within Sawtooth WSA as indicated on map.

Other Alternatives Considered: No Action.

Decision: Accept proposed amendment.

Rationale: The roads to be deleted are not needed, as they are not maintained and do not serve any developments. The roads to be added correct a mistake in the original inventory in which a cherrystem was incorrectly mapped. Wilderness manageability would be enhanced. Amendment addresses actual on-the-ground situation.

Implementation Needs: None

General Efile
District Manager

5/17/83
Date

AMENDMENT FORTY-FIVE
CANE BRAKE CANYON PORTION OF SAWTOOTH WSA: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: Change recommendation of portion of Sawtooth WSA Area CA-060-024B from suitable to non-suitable, Class L (see map).

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Accept proposed amendment.

Rationale: The area bounded by Canebrake Wash, North Wash, Road A on the map, and Crawford Ranch is a bajada containing some sights and sounds of man, including an old airstrip, a fence line, and maintained roads. Area to east of road A more properly managed as Class L due to intrusions.

Implementation Needs: None

Craig Estill
District Manager

Date

3/17/83

AMENDMENT FORTY-SIX
POTRERO PORTION OF SAWTOOTH WSA: WILDERNESS SUITABILITY AND
CHERRYSTEMMING CHANGES

Proposed Amendment: Change recommendation of portion of the Potrero area of the Sawtooth WSA from suitable to non-suitable, Class L. Add "cherrystemming" in same area (see map).

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Accept proposed amendment.

Rationale: Several apiary sites and grazing developments exist that need servicing and maintaining. Access to these sites is necessary. The existing roads to these sites are apparently maintained, but were not identified in the inventory process. Boundary changes would make area more manageable and could allow a motorized access route to be constructed to serve users such as hunters. Cherrystemming roads addresses actual on-the-ground situation. Boundary changes would move border away from agricultural area and allow access to be provided.

Implementation Needs: None

LeGrand E. Hille
District Manager

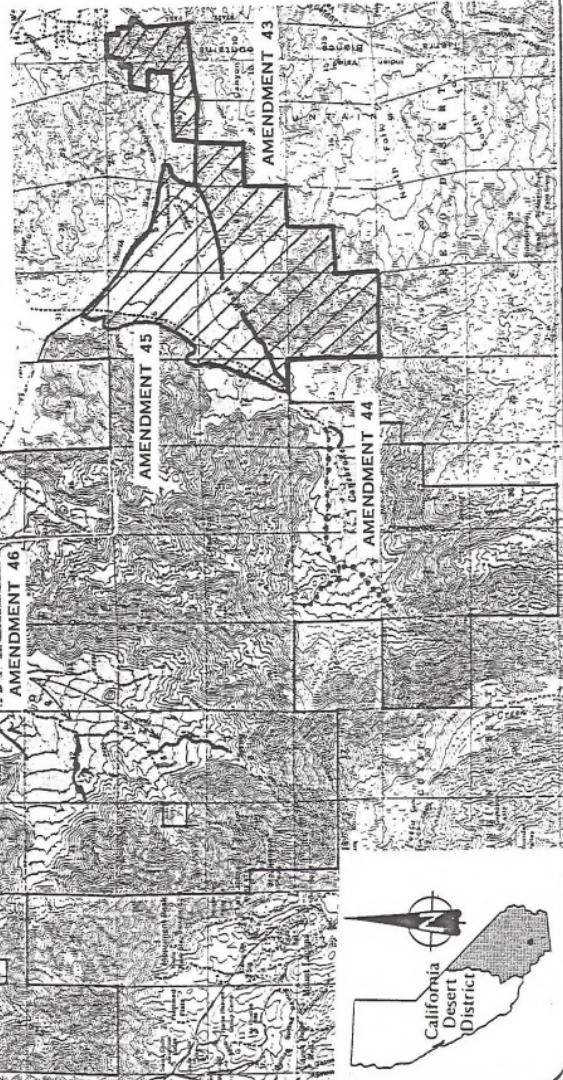
3/17/83
Date

Amendment 43, 44, 45, 46 SAWTOOTH WSA

Change from "C" to "L"

Add cherry-stems

Delete cherry-stems



AMENDMENT FORTY-SEVEN
PLEASANT CANYON CLASS CHANGE

Proposed Amendment: Change upper part of Pleasant Canyon from Class L to Class M (see map).

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Accept proposed amendment with boundary modification.

Rationale: The area has historically been mined and has been impacted. Surface disturbing activities exceeding five acres will be controlled by an approved plan of operations under 43 CFR 3809 regulations. Class M, as modified to exclude the riparian area, will more adequately reflect the existing state of exploration and development on the mining property. The boundary of the Class M area has been modified to include only that portion of the canyon actually impacted by mining.

Implementation Needs: None

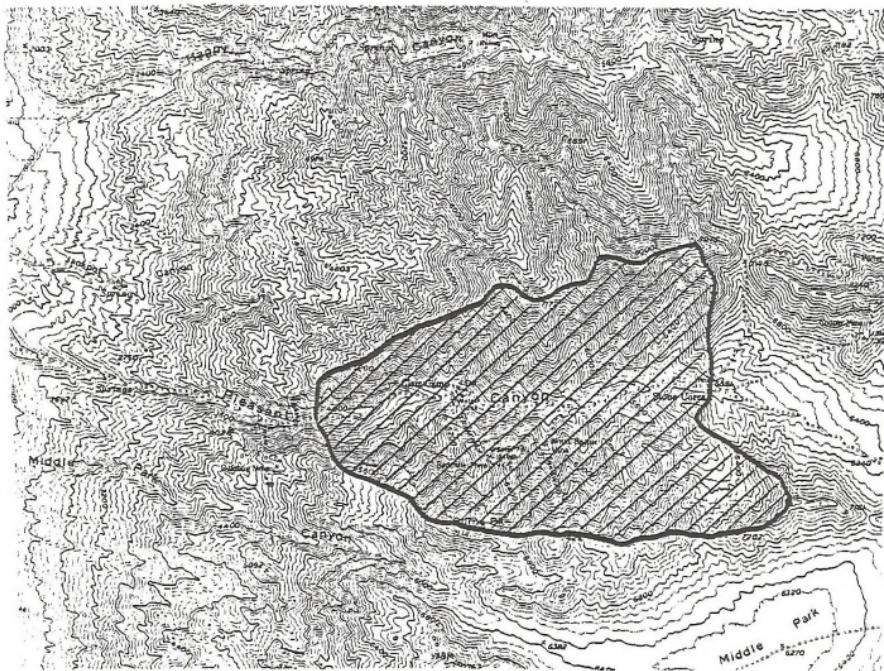
Carol E. Lee
District Manager

5/17/83
Date

Amendment 47
PLEASANT CANYON



Change from "L" to "M"



AMENDMENT FORTY-EIGHT
OLANCHÁ AREA CLASS CHANGE

Proposed Amendment: Change Olanchá area of planning unit 16 from Class M to Class I (see map).

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Reject proposed amendment.

Rationale: Present ORV demand is light and can be met under provisions of Class M. Existing routes of travel adequately meet demand. Terrain and soil features would not allow Class I intensity use. no change is needed for the Bureau to authorize the present light levels of competitive use. If use is allowed off-roads, resources could be lost. These include cultural sites; the region is also a seasonal Native American collection area.

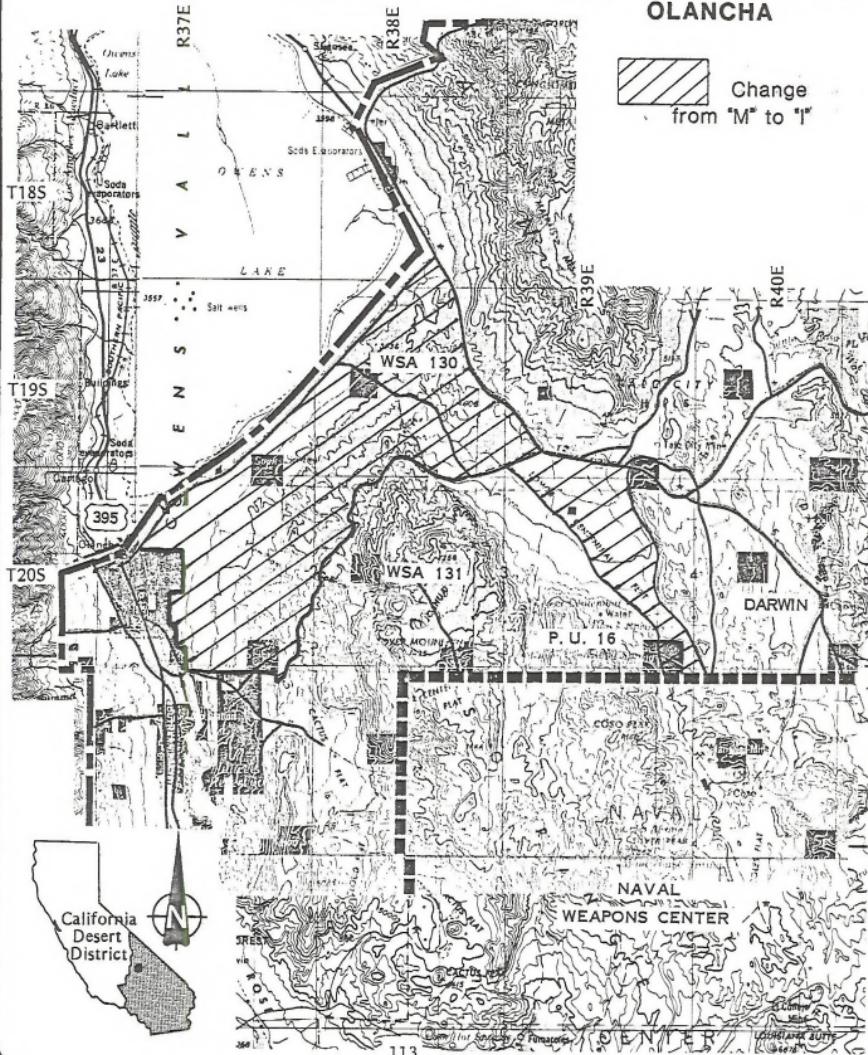
Implementation Needs: None

Carol Ellerin
District Manager

5/17/83
Date

Amendment 48 OLANCHA

 Change
from "M" to "I"



AMENDMENT FORTY-NINE
ALLOW STOPPING, PARKING, AND CAMPING WITHIN 300 FEET OF ROADS

Proposed Amendment: Increase the open camping zone along roads from within 100 feet of the road to within 300 feet of the road, except within sensitive areas (such as ACECs).

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Accept proposed amendment.

Rationale: The Plan allows only 100 feet on each side of road for camping, a significant decrease from the compromise reached in 1972 (300 feet on each side). Desert users need an area which allows camping in a circle, not a line. The 100 feet presently allowed is too restrictive; 1000 feet was also proposed. Within sensitive areas, such as ACECs, BLM reserves right to specify a narrower camping corridor.

Implementation Needs: Review sensitive areas to determine where camping widths less than 300 feet would be appropriate.

Gerald E. Hiltner
District Manager

5/17/83
Date

AMENDMENT FIFTY
ARROYO SALADA OPEN AREA

Proposed Amendment: Increase the size of the Arroyo Salada Open Area (see map).

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Reject proposed amendment.

Rationale: Current use levels and nature of use are compatible with Class M. Use would be confined to a few major washes due to the steep rocky nature of the terrain, essentially the same areas now available. The proposed expansion area is in a checkerboard ownership pattern. Users would need the permission of private landowners to cross these lands. The existing open area was originally established next to the State of California's Ocotillo Wells State Vehicular Recreation Area to facilitate and complement management. The State has not decided whether to continue expansion of its area; therefore, expansion of the BLM area would not benefit ORV use of the Class M area.

Implementation Needs: None

Gerald E. Heller
District Manager

Date

5/17/83

**Amendment 50
ARROYO SALADA
OPEN AREA**

Proposed expansion
Change from "M" to "I"



AMENDMENT FIFTY-ONE
WSA 305: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: WSA 305 (Sheephole Mountains). Three alternatives considered.

Alternatives Considered:

- A. Change recommendation of all of WSA 305 from suitable to non-suitable, Class L.
- B. Change only checkerboard ownership pattern area from suitable to non-suitable, Class L (see map).
- C. No Action (environmentally preferable alternative).

Decision: Accept alternative A.

Rationale: Much of WSA is in a checkerboard ownership pattern. Geothermal potential exists. The WSA does not possess any significant, unique ecological and geological features or scenic values. Wildland values can be adequately protected by Class L management; a Class C level of protection is not necessary. Use on the dry lake is light and very sporadic. No adverse impacts have been identified.

Implementation Needs: None

Howard Ehrler
District Manager

Date

5/17/83

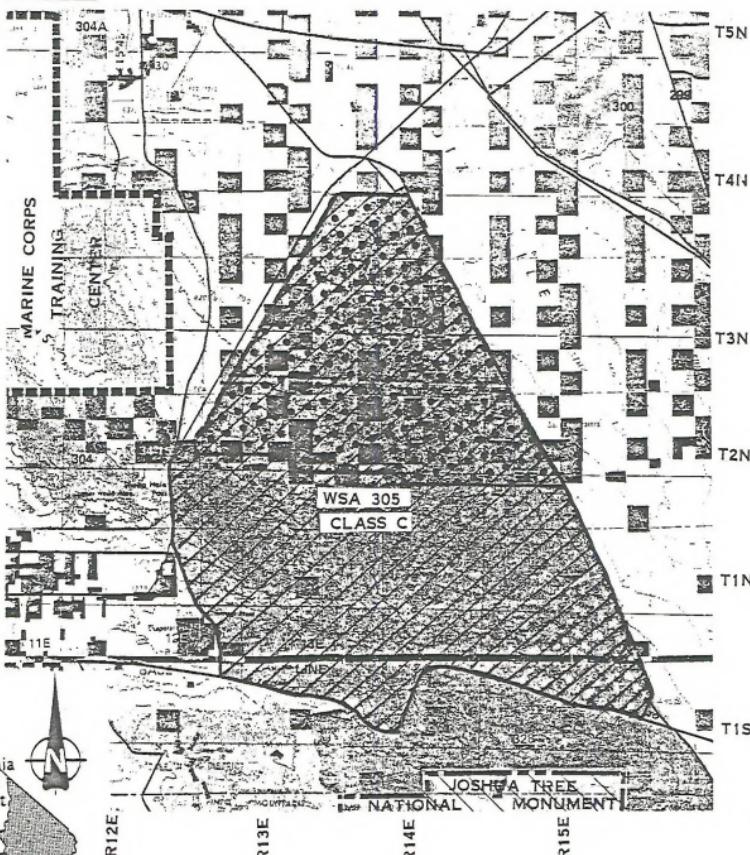
Amendment 51
SHEEPHOLE MTNS
(WSA 305)



Alternative A
Change from 'C' to 'L'



Alternative B
Change from 'C' to 'L'



AMENDMENT FIFTY-TWO
WSA 148: WILDERNESS SUITABILITY CHANGE

Proposed Amendment: WSA 148 (Greenwater Valley). Three alternatives considered.

Alternatives Considered:

- A. Change recommendation of northern two-thirds of WSA 148 from suitable to non-suitable, Class L (see map).
- B. Change only northern third of WSA from suitable to non-suitable, Class L (see map).
- C. No Action (environmentally preferable alternative).

Decision: Accept proposed amendment.

Rationale: Although the WSA is adjacent to administratively endorsed wilderness in Death Valley National Monument, it is crossed by County roads and possesses several dispersed areas at low mineral potential. The remaining suitable area would still be large enough to manage as wilderness.

Implementation Needs: None

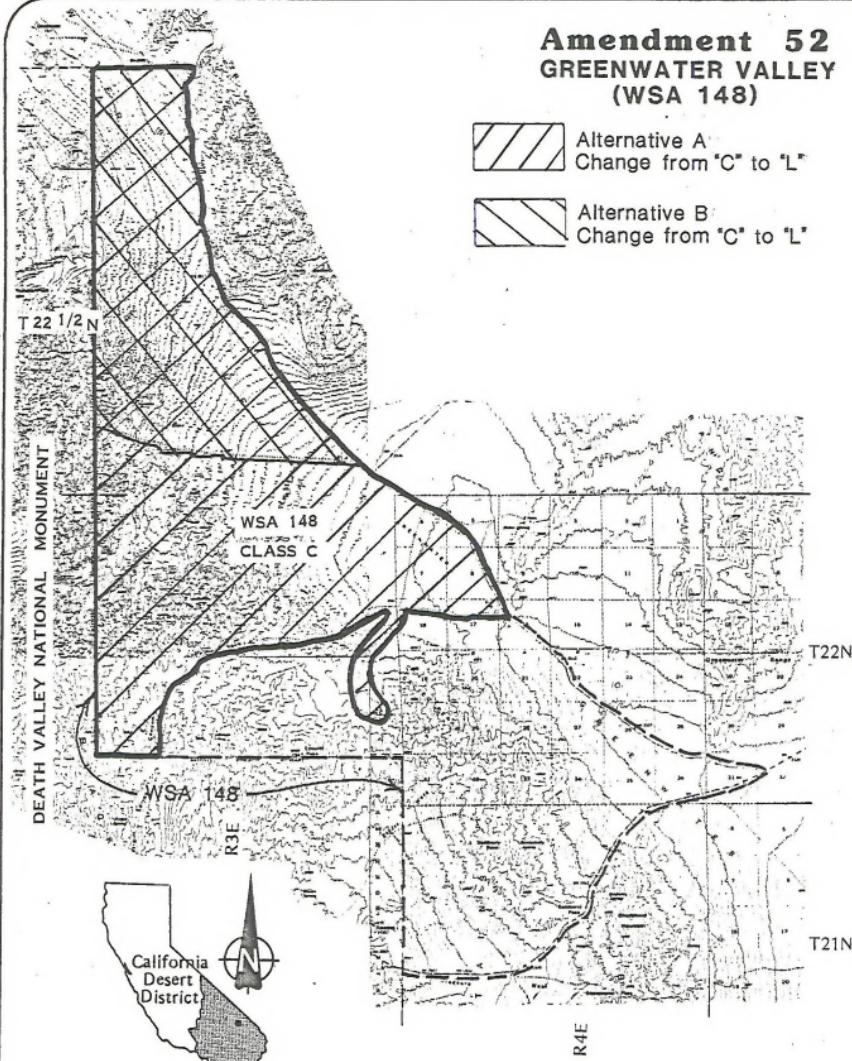
Carol Eifler
District Manager

5/17/83
Date

Amendment 52 GREENWATER VALLEY (WSA 148)

 Alternative A
Change from "C" to "L"

 Alternative B
Change from "C" to "L"



AMENDMENT FIFTY-THREE
CLASS DESIGNATION OF WSAs REJECTED BY CONGRESS

Proposed Amendment: Change the wording on page 55, column 2, first paragraph, middle of third line, referring to designation of nonenacted wilderness areas, to read: "Areas not approved by Congress would, unless Congress directed specific management in lieu of wilderness, return without designation. They would immediately become part of a Plan amendment proposal and a public planning process would ensue as part of that year's input into the land use decision as well as consideration by the District MUAC. In the interim between Congressional rejection and the District Manager's decision, areas would be managed under the Class "L" guidelines."

Other Alternatives Considered: No Action (environmentally preferable alternative).

Decision: Accept proposed amendment.

Rationale: The change would require the Bureau to consider the reasons for which Congress rejected the suitable recommendation in its future management of the area. This would result in a second public management decision, rather than an automatic designation.

Implementation Needs: None

Grand Estlin
District Manager

5/17/83
Date



Bureau of Land Management
Library
Bldg. 50, Denver Federal Center
Denver, CO 80225

U.S. DEPARTMENT
BUREAU OF LAND
MANAGEMENT
BORROWER

SF
85.35
.C2
L362
1982 plan amendment
plan and the East

DATE LOANED	BORROWER
8-19-86	Gibson, Dennis, Jr.

(Continued on reverse)

Form

